

Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

From 1850 to 1905 some 540 sailing vessels of 100 gross tons and upward were built on the Pacific Coast. To help preserve the data I have compiled the following list of the vessels. It has been checked and rechecked. The name of each ship, her rig and her gross tonnage, with the place of construction and the persons or firms for whom she was built, are given in the list. In addition the information now available on her employment on the sea and on changes in ownership and the like is included in the compilation.

A. B. Johnson, four-masted schooner of 529 tons and 650 M feet lumber capacity, was built at Aberdeen, Wash., by John Lindstrom in 1900 for Wilson Bros., San Francisco. In 1916 she was sold to Mayor Rolph. She sailed from San Francisco with lumber for Australia in the spring of 1917, but was captured and sunk by von Luckner in the Seeadler on June 14 in 2°S, 150°W. The crew of 8 were taken aboard the raider, which was wrecked in August on Mopelia I., where they, with the crews of several other West Coast vessels, spent some months as castaways until rescued by the New Zealand authorities.

A. F. Coats, four-masted schooner of 617 tons and 800 M capacity, was built in 1901 at Hoquiam by Hitchings and Joyce. Her first owners were the Coast Shipping Co., San Francisco. In 1921 she was bought by L. A. Scott of Mobile, went through the Canal to the Gulf with a cargo of nitrate from Pisagua, Chile, and spent the rest of her career in the lumber trade to the West Indies. She was burned at Ponce, Puerto Rico, on July 31, 1926, the crew of 12 getting away safely.

A. J. West, four-masted schooner of 543 tons and 700 M capacity, was built at Aberdeen in 1898 by McWhinney & Cousins for the Slade Shipping Co. of San Francisco. About 1913 she was sold to Philippine owners, who kept her registered in San Francisco a few more years and then shifted to Manila; they also installed a gas engine. Just after the War she was sold to Capt. G. Ghicas, a Greek, who took command and renamed her Aegina. In 1933 she belonged to owners in Piraeus under the name of Aglaia, but has since disappeared from the registers.

A. M. Baxter, four-masted schooner of 516 tons and 700 M capacity, was built in 1898 by H. D. Bendixsen at Fairhaven, Calif., for J. H. Baxter, San Francisco. In 1918 she was sold to the Off-Shore Shipping Co., Seattle. She was chartered in March of that year to carry oil from San Francisco to the Fijis at 90c a case, returning with copra at \$45 per ton; but she got ashore outside Suva Harbor on August 8, and was a total loss, the crew of 9 getting ashore safely.

Abbie, two-masted schooner of 146 tons and 200 M capacity, was built at Eureka by Bendixsen in 1876. Her first managing owner was J. G. Jackson, San Francisco, with J. Jorgensen master. After many changes of ownership she outlived her usefulness in the coasting lumber trade and drops out of the register about 1912, John R. Hodge of San Francisco being listed as her last owner.

Active, two-masted schooner of 147 tons, was built at Gardiner City, Ore., 1872, by George Buchart. She had a comparatively short life, dropping out of the register in 1881, when her owner was Charles Thornquist of San Francisco, with Capt. J. E. Jacobson master.

Addenda, four-masted barkentine of 692 tons, was built at North Bend, Ore., 1895, by and for the Simpson Lumber Co. She was wrecked about 1905 in Palliser Bay, while on a passage from Lytleton, New Zealand, to Newcastle, Australia.

Addie C. Hesseltine, two-masted schooner of 135 tons, was built by W. C. Wood at San Francisco in 1885. Her builder owned a half interest, and Andrew Crawford of San Francisco the other half. Crawford was engaged at that time in trade with Tahiti and other South Sea ports. The Addie drops out of the U. S. register, either through loss or sale to foreigners, in 1888.

Adelaide, two-masted schooner, 130 tons, was built by Boole & Beaton, San Francisco, in 1883. Her builders appear as managing owners for five years, though they retained only a 3/16 interest; after 1888, A. P. Lorentzen is listed as owner. Adelaide drops out of the 1889 register.

Admiral, four-masted schooner of 683 tons and 900 M capacity, was built in 1899 at North Bend, Ore., for the Pacific Shipping Co., San Francisco. She was wrecked with no loss of life on the Columbia River Bar, January 13, 1912.

Advance, brig of 275 tons old measurement and 210 new measurement, was built at North Bend in 1862 by master-builder W. C. Robinson for Charles Hare of San Francisco. She cost \$20,000, but she was wrecked before 1875.

Advance, three-masted schooner

EDITORIAL COMMENT

Lyman List A Great Work

PUBLICATION begins in this issue of an alphabetically-arranged list of the sailing vessels of 100 gross tons or upwards built on the Pacific Coast from 1850 to 1905. The list was compiled and is owned by John Lyman of the Maritime Research Society of San Diego and it represents 11 years of patient research work by him. It was a tremendous undertaking, carried on year after year, and the result is one of the greatest, if not the greatest single contribution ever made to the preservation of the Pacific Coast's shipping history. Mr. Lyman gives not only the rig and tonnage of each ship, where built and for whom built, but also all obtainable information on her career at sea, including changes in ownership.

An Invitation to Oldtimers

Much information on the career of many ships has either been lost for all time or is in danger of being lost. We still have pioneers and oldtimers in Port Townsend, Bellingham, Everett, Seattle, Tacoma, Olympia and the Grays Harbor ports who undoubtedly have information on the operations of this ship or that ship, or who know of some interesting incident in her career. To these old stalwarts, THE MARINE DIGEST extends an invitation to cooperate with Mr. Lyman and with us in the effort to make the record as complete as possible. If memory is somewhat hazy as to a particular date, the approximate date will be welcomed. A reminiscence or a comment also will be very welcome. Such communications will be published under a separate heading in connection with the weekly installments of the Lyman list.

And now a word on Mr. Lyman personally. As in the case of Capt. P. A. McDonald whose "Record Passages in Pacific," re-

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of 281 tons and 310 M capacity, was built at Parkersburg, Ore., in 1902 by S. Danielson at the yard of the Coquille Mill & Tug Co. She was owned for many years by F. P. Doe, San Francisco, and commanded by Capt. L. L. Ogidinsen. In 1915 she received an auxiliary gas engine, like most of the smaller schooners afloat at that time. She drops out of the 1918 register, and there is no information as to her fate.

Advent, three-masted schooner of 431 tons and 550 M capacity, was built at North Bend for the Simpson Lumber Co. in 1901. She was wrecked at Coos Bay on February 16, 1913; all 8 of her crew being saved.

Aida, four-masted schooner of 533 tons, was built in 1890 at Port Ludlow, Wash., for G. S. Hinsdale, San Francisco. She was not afloat very long, as she is not listed in 1900.

Alaska, two-masted schooner of 138 tons, was built by Calhoun Bros. at Port Townsend, Wash., 1867, for their own account. She was wrecked on Coos Bay Bar in December, 1869, lumber-laden for Hawaii under command of Capt. Rufus Calhoun; but was later salvaged and repaired. In 1876-9, Alaska was operated in the Bering Sea cod fishery by James Laffin,

the famous boarding-house keeper of San Francisco. She was lost in Bering Sea about 1885, bringing down a company of Alameda mining men from Golovin Bay, her last owner being listed as John Lowrie, San Francisco.

Albert, bark of 682 tons and 750 M capacity, was built by Hall Bros., Port Blakely, 1890, for H. Hackfeld and Co. of Honolulu, but was registered in San Francisco. She was in the Island sugar trade until the World War, when the case oil and copra trade proved more attractive. On a voyage from Timaru, New Zealand, to San Francisco, she got ashore 8 miles north of Point Reyes on the morning of April 2, 1919, and was a total loss; 10 of the crew got ashore safely, but the master drowned.

Albert Meyer, three-masted schooner of 459 tons and 600 M capacity, was built at Fairhaven in 1896 by Bendixsen for J. H. Baxter, San Francisco. She was sold to a firm in Prince Rupert, B. C., about 1912, but came back to U. S. registry in 1916 under the ownership first of G. E. Billings. San Francisco, and then J. E. Shields' Deep-Sea Shipping Co., Seattle. Resold in 1919 to L. A. Scott, Mobile, she was wrecked on the Florida Keys on December 31, 1927.

Pacific Coast-Built Sailors

1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

Albion, schooner of 202 tons (old measurement), was built at San Francisco in 1861 by J. C. Cousins. Nothing further can be found about this vessel.

Alcalde, three-masted schooner of 321 tons, was built at Port Blakely by Hall Brothers in 1882. She was owned by Albert Rowe, San Francisco, and commanded by Capt. Peter Crack, who later was lost in the ship *George F. Manson* in 1898. In 1900 the *Alcalde* was registered at Milwaukee, Wisconsin, being then under the ownership of a corporation of that state; but as to her ultimate fate there is no information.

Alert, four-masted schooner of 623 tons and carrying 800 M feet, was built at Hoquiam in 1902 by Hitchings & Joyce for the E. K. Wood Lumber Co. In October, 1922, she arrived at San Francisco after a 111-day passage from Samoa with copra, reporting damage to sails, jibboom and rudder-head; but was repaired and went back to the Fijis with lumber from Chemainus. On the return passage she got ashore on Niuaufu in the Tongas on June 10, 1923, and was a total loss, the crew of 8 being saved.

Alex T. Brown, four-masted schooner of 788 tons and 950 M capacity, was built at Ballard, Wash., by Thomas C. Reed in 1903, one of five large schooners built by him for the Globe Navigation Co., an organization of Great Lakes capitalists with headquarters in Seattle. The entire fleet passed to the Port Blakely Mill Co. in 1915. The *Brown* was wrecked on May 29, 1917, while leaving Fremantle, Australia, for Manila.

Alice, two-masted schooner of 232 tons and 300 M capacity, was built at Bean's Point, Bainbridge Island, opposite Seattle, in 1874, by C. Saunders. Her first owner was J. A. Hooper of San Francisco, and she was in the lumber trade for 30 years. In 1901 *Alice* was rebuilt at a cost of \$14,000; in 1904 she was sold to the Robinson Fisheries Co., Anacortes, Wash., for a Bering Sea codfisher. Her last trip in this industry was made in 1925, after which she was laid up. In 1929 she came to Los Angeles to appear in moving pictures, and her hull finally found its way to a mud bank in the West Basin, San Pedro, where it could still be seen a few years ago.

Alice, schooner, probably two-masted, of 146 tons, was built by Sebastian Ligouri in 1863 at Eden Landing, a spot on San Francisco Bay not far from the eastern approach of the San Mateo Bridge. She is last listed about 1878.

Alice Cooke, four-masted schooner of 782 tons and 925 M capacity, was built by Hall Brothers at Port Blakely in 1891 for the lumber importing business of Lewers & Cooke, Honolulu, and managed for them by Higgins and Collins, San Francisco. She continued regularly in the Puget Sound-Hawaii run until February, 1926, when she was picked up at sea water-logged by the tug *Angeles*, and taken to Seattle for repairs. After this she was sold to a cannery company in Cordova, Alaska; and on November 17, 1931, was destroyed by fire in Prince William Sound.

Alice Haake, two-masted topsail schooner of 244 tons, was built by John C. Haake at Port Blakely in 1867 for his own account. After several years in the Portland-San Francisco trade, she was chartered to take two knocked-down steamboats, built at Stockton at a cost of \$30,000 for the Russian Government, to Siberia. She was lost off the Amur River in the spring of 1875, and although the wreck came ashore on Sakhalin I., nothing much was salvaged.

Alice Kimball, two-masted schooner of 107 tons, was built at Little River, Calif., on the Mendocino coast, by Capt. Thomas H. Peterson, in 1874. She was owned by John S. Kimball and B. H. Madison of San Francisco, who continued as owners at least 20 years. *Alice Kimball* was afloat in 1900, but no record can be found of her ultimate fate.

Allen A., three-masted schooner of 342 tons and 450 M capacity, was built at Fairhaven, Calif., in 1888 by Bendixsen. She was first owned by Charles Nelson, San Francisco, but was bought about 1912 by Barneson & Hibbard of San Francisco to operate in connection with the Alaska whaling station of the Tyee Co., of which they were agents. The Alaska Codfish Co. bought *Allen A.* in 1914 for carrying back salt cod from the Aleutians. On April 3, 1919, she got ashore at Baranoff, Alaska; the wreck was sold to H. Liebes & Co., San Francisco, the furriers, who got her off and repaired her as the *Fox*. From 1920 to 1922 the *Fox* made whaling and fur-trading voyages to Point Barrow; then followed a lay-up at San Francisco until 1927 when she was sold to become a fishing barge at Los Angeles, in which capacity her hull is still afloat.

Aloha, four-masted schooner of 814 tons, carrying a million feet, was built in 1891 by Hall Bros. at Port Blakely. Owned first by A. H. Paul, San Francisco, she was later

taken over by a single-ship company managed by Hind, Rolph and Co. Arriving off Tatoosh water-logged in December, 1913, from the Fiji Islands to Grays Harbor, she was taken in tow by the tug *Tatoosh*. The weather rising, she was abandoned by the crew, broke loose from the tow, and foundered.

Alpena, four-masted schooner of 970 tons and 1200 M capacity, was also built by Hall Bros. at Port Blakely, in 1901. Under her first owner, J. H. Baxter, San Francisco, she was described as the most consistent dividend payer on the coast. He sold her for \$95,000 to Herbert C. Turner, Mobile, in 1917; not earning so well under the new ownership she was allowed to founder, an abandoned hulk, in St. Andrews Bay, Florida, in December, 1924.

Alpha, schooner of 300 tons, probably three-masted, built at North Bend, Oregon, in 1903, by the Simpson Lumber Co.; and although details of her loss are not forthcoming, her life seems to have been a very short one.

Alumna, four-masted schooner of 696 tons and a million feet capacity, was also built at North Bend by the Simpson Co., in 1901. They sold her in 1916 to A. F. Thane, San Francisco, who resold her in 1923 to Didrich Ottman for \$3000. She was laid up at Seattle until Repeal, when she was sold to become a floating brewery in Alaskan waters, and when last heard of a couple of years ago was being operated in connection with by-products of the salmon industry.

FAST WORK MARKS TRINIDAD SURVEY

Indicative of the speed with which the Government is hastening the development of its recently acquired Caribbean bases, the U. S. Coast and Geodetic Survey ship *Oceanographer* has returned to Charleston, South Carolina, after having completed its assignment on topographic and hydrographic surveys for the naval seaplane base in the vicinity of Trinidad, British West Indies. Lieutenant Commander F. L. Peacock, the commanding officer, reports that surveying operations were carried out under unusually trying conditions. The rainy season was at its height, crew members were not acclimated to the extreme heat, and the dense jungle growth encountered along the shore presented special difficulties in the topographic work. That the extensive surveys were completed in such short order is a tribute to the versatility and adaptability of the American engineer.

The freighter *Derblay* of the Alaska Steamship Company is posted to sail from Seattle next Tuesday with a full cargo for Southeastern and Southwestern Alaska.

New Office to Speed Business At The Capital

Establishment of a Service and Information Office in the Department of Commerce to simplify and expedite contact between businessmen who come to Washington and government officials is announced by Jesse Jones, Secretary of Commerce. Utilizing the services of men detailed from the Bureau of Foreign and Domestic Commerce and others with long experience in and association with the affairs of government, the office has been instructed to reduce wherever possible the time required by representatives of business and industry who come to the capital to transact official business.

The primary objective of the Service and Information Office will be to put businessmen, wherever possible, in direct touch with the government official who can best give consideration to the particular problem presented. In this way it is anticipated that it will be possible to reduce the number of calls that the business visitor will have to make and also save the time of government officials who now see many persons whom they have to refer to someone else. Quarters for the Service and Information Office have been established and are in operation just off the main lobby of the Department of Commerce Building in Room 1060, Washington, D. C.

POLLUTION CHARGED

Charging violation of the water-pollution statute, the federal government last Friday filed an information against the American freighter *Excrisobal*. It stated that oil was discharged from the vessel January 19 while the ship was moored at the Todd plant. The charge was filed a few hours after Leon Fellman, first assistant engineer of the carrier, was freed by a jury in United States District Judge Lloyd L. Black's court of charges of permitting bilge oil to be dumped into Elliott Bay.

The Coast Guard cutter *Haida* arrived Monday in Seattle from Juneau for annual overhaul.

The Navy's new submarine *Grayback* was launched at New London, Conn., Friday, January 31, with Mrs. Wilson Brown, wife of the rear admiral-superintendent of the Naval Academy, as sponsor.

The Coast Guard cutter *Nemah* arrived in Seattle last Friday from Alaska to overhaul at the Puget Sound Navy Yard at Bremerton.

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* Lost at mouth of Ungava Feb. 12, 1907

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INSTALLMENT NO. 3

Alvena, four-masted schooner of 772 tons and 975 M capacity, was built at Fairhaven, Calif., by Bendixsen in 1901. Joseph Knowland, San Francisco, who was also interested in the Gardiner Mill Co., was her first owner; she was transferred to the mill in 1917, and they managed to keep her trading between Grays Harbor and Hawaii until 1925. In that year she was sold to owners in Florida, and went out through the Canal with a cargo of lumber for Miami. Her new owners found use for her even after the collapse of the Florida boom, but in 1936 she got in collision with a lightship, and they sold her for \$2500 to New York owners. After a year in trade between New York and the Maritime Provinces, she was put under Canadian registry; and when last heard of was a floating restaurant at Moncton, New Brunswick.

Amanda Ager, schooner, doubtless two-masted, of 110 tons, was built at San Francisco in 1866 by Middlemas. Little is known of her except that she made a codfishing voyage in 1869, and she drops out of the register about 1878.

Amaranth, four-masted barkentine of 1109 tons, carrying 1400 M feet, was built by Matthew Turner at Benicia in 1901 for his own account. She passed to his successors, Bowes & Andrews, in 1909, and was wrecked on Jarvis Island without loss of life on August 30, 1913, bound from Newcastle, Australia, to San Francisco with coal.

Amazon, four-masted barkentine of 1167 tons, sister to the preceding, built in 1902, also passed to Bowes & Andrews in 1909. She was sold by them to A. F. Thane in 1916 for \$55,000, and resold by him a little over a year later for \$160,000 to J. M. Scott, Mobile. She was burned at sea on the Fourth of July, 1925, in 27°25' N, 79°30' W, the crew getting away safely.

Amelia, barkentine of 397 tons, was built at Marshfield, Ore., in 1870 by R. Murray in the yard of E. B. Deane & Co. J. A. Campbell of Port Townsend is listed among her early owners. After a long life in the lumber trade, she was cut down to a barge and operated as a floating cannery in various Alaska inlets until about 1920.

American Boy, two-masted schooner of 183 tons, was built at Seabeck, Wash., by Hiram Doncaster in 1882. Her first owner is listed as William Smith, and from 1888, S. H. Harmon, both of San Francisco. She is last recorded in 1890.

American Girl, two-masted

schooner, 225 tons, was built at Port Ludlow by Hall Bros. in 1875. One of her early masters was Capt. Charles Backus, also listed as managing owner; while Albert Rowe of San Francisco appears as owner after 1891. American Girl had been converted to a three-master by 1927, she was towed to Los Angeles Island in 1899.

Andy Mahony, four-masted schooner of 566 tons and 750 M capacity, was built at Aberdeen by John Lindstrom in 1902 for Olson & Mahony, San Francisco. In 1918 she was bought by Atkins & Kroll, copra importers, and renamed Mindanao. Her last deep-water voyage ended at San Francisco from Rotuma in November, 1926; in July, 1927, she was towed to Los Angeles to serve henceforth as a fishing barge. Recently she has been employed in that capacity off Newport Beach, under the name California.

Anna, two-masted schooner of 239 tons, was built by Turner at San Francisco in 1881 for J. D. Spreckels for a Honolulu packet. In 1898, replaced by larger vessels, she became a Bering Sea codfisher, and was wrecked on the fishing grounds in 1902, with a property loss of \$18,000.

Annie Gee, two-masted schooner of 154 tons, built at Port Ludlow in 1874 and famous the length of the Pacific as being the first vessel launched by the infant firm of Hall Brothers, included among her early owners Hendrick Winkelman, San Francisco. She drops out of the registers just before 1900.

Annie Larsen, three-masted schooner of 376 tons and 480 M capacity, was built at Port Blakely in 1881, also by the Halls. James Tuft, San Francisco, was her owner for many years, after which she was bought by Olson & Mahony. She landed in Federal courts in 1915, being mixed up with the gun-running adventures of the little tanker Maverick; and ended her war-time adventures by stranding on Malden Island on June 9, 1918, and becoming a total loss.

Annie Lyle, two-masted schooner of 195 tons, and an 1875 product of Hall Brothers' Port Ludlow yard, did not have a very long life, as she is listed in the 1877 register as having been wrecked.

Annie Stoffin, schooner, doubtless two-masted, of 119 tons, was built at Marshfield, Ore., 1870, by McDonald in the Deane yard. She was wrecked in October, 1879, at Caspar, Mendocino County, Calif.

Annie E. Smale, four-masted

schooner of 845 tons, was built at Marshfield in 1903 for a single-ship company of San Francisco. On July 9, 1910, when 100 days out of Newcastle, Australia, for San Francisco with 1408 tons of coal, she got ashore off Point Reyes in a heavy fog. The 13 crew on board were taken off by the steamship M. F. Plant. The Smale is stated to have been owned at the time by Swayne & Hoyt, San Francisco.

Annie M. Campbell, four-masted schooner of 565 tons and 750 M capacity, was built at Port Blakely by the Hall Bros. in 1897 for their own account, and managed by G. E. Billings, San Francisco. She was sold to Burns, Philp & Co., copra merchants, in 1918, and to J. E. Shields, Seattle, in 1925. In 1926 she went under Chilean registry and was renamed Antila. Sailing from Tacoma in May for Tocopilla, Chile, she put in at Talohae, Marquesas Is., waterlogged, in August. After swinging idly at anchor for two months, she was blown ashore and broke up.

Antelope, two-masted schooner of 123 tons, was built in 1887 by Matthew Turner at Benicia for G. W. Hume, San Francisco, the salmon packer. She was afloat in 1900, but her ultimate fate has not been recorded.

ADDITIONAL NOTES

The Marine Digest's first installment of Mr. Lyman's list (issue of February 1) included the name of the four-masted schooner Aida, built in 1890 at Port Ludlow, Wash., for G. S. Hinsdale of San Francisco. The following additional information has been obtained. The Aida made several voyages between the Coast and China. On her last voyage, returning from Shanghai, evidently in ballast, she disappeared with all hands and nothing has ever been learned as to what happened.

Capt. L. B. Lovejoy, pioneer North Pacific master and Puget Sound pilot, says she may have capsized and foundered while attempting to take in sail as she ran before a wind of increasing violence. In the case of schooners, he states, the wind would blow the sails so tightly against the rigging that they could not be lowered. As the vessel went over the crest of a wave, her rudder would be partly out of the water, she would shear as she went down the other side of the wave and as her forefoot plunged into the waters of the next wave, over she would go from the force of the wind in the sails.

James W. Hall, last superintendent of the historic Hall Brothers yard of Puget Sound, commenting on this, states that many of the old-time skippers of sail were reluctant to carry enough ballast, holding the ballast down to a minimum when crossing the ocean empty, and were equally reluctant to shorten sail, putting it off as

long as they could. When it became actually necessary to take in sail, they would try to head back into the wind so as to eliminate the danger mentioned by Capt. Lovejoy. If the master had waited too long or did not have enough ballast, the schooner would capsize as she came around beam-on to wind and wave.

"Some masters were known for their unwillingness to take in sail until the very last moment," states Mr. Hall, "and occasionally it happened they gave the order after the last moment was gone."

Mr. Hall also recalls that the bark Albert, also given in the first installment of the Lyman list, had an unusual distinction. For a time she had two masters, the Captains Winding. They were brothers. One owned the vessel but he was not a mariner, though he appeared in the role of master. His brother was the real master, a kind of skipper incognito.

In connection with the schooner Alaska (February 1 issue), built in Port Townsend in 1867 by Calhoun Bros. for their own account, some additional details have been learned regarding her owners. As indicated they were Port Townsend pioneers. Capt. Rufus Calhoun had followed the sea for 20 years before the building of the Alaska, one of his commands being the bark Ceylon in the Puget Sound-Hawaiian trade. He operated and commanded the Alaska in the same trade for two years. In 1895 Capt. Calhoun bought the British steel bark Archer which had been dismantled off Cape Flattery and then towed to Esquimalt where she was laid up. Capt. Calhoun brought the bark to the Hall Brothers yard at Port Ludlow where he had her rebuilt at a cost of \$20,000. The Archer had fine teak cabins and skylights. The work at the Hall yard included a new deck. Capt. Calhoun put her under the American flag and operated her in the Sound-Hawaiian trade. Later he sold her to the Roche Harbor Lime Company of Friday Harbor which equipped her with auxiliary power and operated her in the lime trade to California.

YOUTH PRESENTED CADET PIN AWARD

After serving as a cadet in the steamship Coldbrook of the American Mail Line since September 29, 1939, Winchell Bathurst, Seattle youth, last week was awarded a blue-and-gold bar pin studded with a tiny gold propeller for being the outstanding engineer cadet of the fleet. The presentation was made by John Cormode, executive assistant to the general manager of the line in the company's offices. The American Mail Line makes awards each year to the outstanding cadets in the deck and engineer departments of its fleet of ships.

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INSTALLMENT NO. 4

Arago, brig of 185 tons, was built at North Bend, probably in 1859, though some accounts give 1856, and some 1860. Her master-builder was one McDonald, and she was owned by A. M. Simpson and cost \$13,000. Some second-hand timber was used in her floors, which it is said came from a wreck at Coos Bay, but more likely was from vessels abandoned in the Gold Rush and broken up at San Francisco. At any rate, Simpson always had a reputation for acquiring odd pieces of gear and then building a vessel around them. The Arago was sold in 1880 to Lynde & Hough, San Francisco, for a codfisher, and was reduced to schooner rig. She continued in this business 24 years, while vessels far younger were worn out, and was finally withdrawn in 1905 and probably broken up.

Arago, four-masted barkentine of 498 tons and 750 M capacity was built at North Bend in 1891 to perpetuate her name in the Simpson fleet. In 1914 she was sold to Chilean owners, and was listed in 1937 as owned in Peru under the name of Aurrera, although it is doubtful whether she had put to sea for many years.

Argonaut, two-masted schooner of 194 tons, was built by White at San Francisco in 1880, also for A. M. Simpson. She is last listed in 1890.

Argus, four-masted schooner of 566 tons and 800 M capacity, was built at Marshfield in 1902 by the Pacific Shipbuilding Co. for the Pacific Shipping Co., San Francisco. In 1905 she was given an experimental installation of gas engines of 125 horsepower; but the Argus was burned near Destruction I., Wash., June 13, 1906; and it was many years before gas engines were again put in a vessel of that size on the Pacific coast.

Ariell, four-masted schooner of 726 tons, carrying a million feet, was built by Turner at Benicia in 1900 for his own account. Bowes & Andrews sold her to Hind, Rolph & Co. for \$37,500 in 1916; a year later she was resold to Gulf owners for \$65,000, but was wrecked without loss of life in Inuboyesaki Bay, Japan, before delivery was made.

Arilla, schooner of 107 tons, doubtless two-masted, was built at Port Angeles, Wash., in 1899 for local owners.

Arthur I., two-masted schooner of 129 tons, was built at Benicia in 1889 by Turner for Nils Iversen, San Francisco. She drops out of the register before 1900.

Augusta, brig of 137 tons, was built at Tillamook, Ore., 1872, for J. C. Merrill & Co. of Portland. She drops out of register about 1878.

Aurora, two-masted schooner of 193 tons, was built in 1873 by Bendixsen at Eureka. She cost \$22,000. E. P. Nissen of San Francisco is listed as the last owner of the vessel, which drops out of the 1886 register.

Aurora, four-masted barkentine (later schooner) of 1211 tons and 1350 M capacity, was built at Everett, Wash., in 1901 by the Everett Shipbuilding Co. for the Charles Nelson Co., San Francisco, who were owners throughout the entire sea life of the vessel. About 1920 she was converted to schooner rig, with a single yard on the foremast. In 1927 the Aurora was laid up at San Francisco, and five years later was sold to become a fishing barge at Monterey, Calif. She was afloat there a couple of years ago, but her present status is unknown to me. Jan 15, 1935 at Monterey

Azalea, three-masted schooner of 344 tons, carrying 450 M, was built at Eureka in 1890 by H. D. Bendixsen for Dolbeer & Carson of that port. In 1914 the schooner was sold to the Robinson Fisheries Co., of Anacortes, Wash., and was employed by them as a Bering Sea codfisher until 1919, when she was chartered offshore. From 1921 to 1927 the schooner was operated out of Seattle as a floating cannery in Alaskan waters, and in 1929 she went back into the cod fishery. The Azalea went north in 1940, and we look forward to a successful season for her in 1941.

B. H. Ramsdell, two-masted schooner of 134 tons, built at San Francisco in 1866 by J. J. Fransen, had as first master and part owner Capt. James Tuft, who later operated a packet line between San Francisco and Puget Sound. She continued under his ownership until she dropped out of the register in 1883.

Bainbridge, four-masted schooner of 566 tons and 750 M capacity, was built at Port Blakely by Hall Bros., 1900, for the Port Blakely Mill Co. They sold her in 1923 to L. A. Scott, Mobile, who took her to the Gulf and resold her to the Putnam Lumber Co., Jacksonville, Fla. Under her new ownership the schooner was wrecked at Nags Head, N. C., February 4, 1929, all eight of the crew getting ashore safely.

Balboa, four-masted schooner of 777 tons and 850 M capacity, was likewise built by Hall Bros., in

EDITORIAL COMMENT

Tough Problem In Some Routes

NATIONAL defense shipments, so vital to the safety of this country, have changed the picture in some of our most important trade routes. Steamship companies in the routes mentioned are striving valiantly to handle the defense shipments and at the same time take care of the commercial business they have helped build up in the course of the years. They are using every ship they can lay hands on, in a great effort to keep the private cargo moving. It is a tough job, but the companies are leaving nothing undone to solve it. The situation has now reached the point where options on space are going overboard and this creates a difficult problem for the shipper. The Federal government, however, so far has not required priority for the defense shipments, though such an order may come.

Hope for relief lies in what can be accomplished by the committee appointed by Chairman Land of the Maritime Commission, to make a survey of the whole problem and determine what can be done in the way of providing additional ocean tonnage. Until more ships are available, there is only one thing we can do: Be patient and tolerant. The steamship services are straining every nerve to take care of their commercial customers.

The Mixed Carload Decision

ELSEWHERE in this issue will be found the decision of the Maritime Commission in the westbound intercoastal mixed carload case. It is a lengthy document but worthy of close study. The commission holds that the carload unit system of rates would have no place in ocean transportation were it not for transcontinental railroad competition. It orders the present mixed carload setup of the intercoastal lines cancelled on or before May 1, next, the order being "without prejudice to the establishment of rules, regulations and practices which are not more liberal than those maintained by transcontinental rail and water-rail lines." This may pave the way to a more rational setup.

(Continued on Page 8)

1901, for their own and friends' account, and was managed by G. E. Billings, San Francisco. On December 1, 1913, she was wrecked at the entrance to Grays Harbor, bound in from Callao.

Bangor, four-masted schooner of 511 tons, was built by Bendixsen at Eureka in 1891. Her first owner was C. A. Hooper, San Francisco, who sold her about 1910 to Capt. James Griffiths, Seattle. Capt. Griffiths cut the schooner down to a tow-barge for his Coastwise Steamship & Barge Co. and renamed her "C.S.S.No.1." In 1918 she was bought by the Alaska Codfish Co., San Francisco; they rigged her as a bald-headed four-masted schooner and restored the name Bangor. Although they had her in the coasting trade for several voyages, the Bangor never made a trip codfishing, and in 1927 she was sold to the American Toll

Bridge Co. to serve as a fender for the central pier during construction of the Carquinez Bridge. Upon completion of the job, the schooner was beached near Vallejo, where her remains could be seen not many years ago.

Barbara, two-masted schooner of 117 tons, was built at Little River on the Mendocino Coast for Silas Coombs, San Francisco, by Capt. Peterson in 1877. She is last listed in 1889.

Barbara Hernster, two-masted schooner of 148 tons, was built at Fairhaven, Calif., in 1887, probably by Bendixsen, for Robert Sudden of San Francisco. She was wrecked on Point Arena, January 24, 1901.

Bella, shoal draft schooner, probably two-masted, 180 tons, was built at Acme, Ore., in 1896 for owners in Yaquina. No record of her fate has been found.

3 marks
wrecked on Pt. Arena
1901-06

Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 5

Benicia, barkentine of 674 tons and 850 M capacity, was built at Benicia, Calif., in 1899 by Capt. Turner for his own account. His successors, Bowes & Andrews, sold the vessel to J. J. Moore in 1916 for \$25,000; they in turn resold her in 1918 to the Whitney-Bodden Co. of Mobile. Benicia was wrecked on the southern coast of Haiti on October 10, 1920.

Bertha Dolbeer, three-masted schooner of 242 tons and 330 M feet capacity, was built by Bendixsen at Fairhaven in 1881 for Dolbeer & Carson of Eureka and San Francisco. They sold her about 1912 to the Pacific States Trading Co., San Francisco, managed by Alex Woodside. The schooner went missing in March, 1918, on a voyage from San Francisco to Lyttleton, N. Z. The only trace found of her was a lifeboat which came ashore near Napier, N. Z.

Bertie Minor, three-masted schooner of 273 tons and 340 M capacity, was also built by Bendixsen, in 1884. Her original owner, F. O. Raven, Eureka, sold her in 1916 to Alex. Woodside, San Francisco. In 1918 the schooner was fitted with a shelter deck, the better to stow case-oil and copra cargoes, increasing her tonnage to 392. In December, 1920, she had to put back twice to Honolulu for repairs while on a passage from San Francisco to Rabaul, New Britain; on completion of the voyage she was laid up and her register was abandoned in 1924.

Berwick, two-masted schooner of 100 tons, was built at Benicia in 1887 by Turner, and owned in San Francisco till after 1900.

Beulah, three-masted schooner of 357 tons and 440 M capacity, was built at San Francisco in 1882 by Dickie Bros. for Joseph Knowland. In 1917 she and Louise were sold to the Union Fish Co. for \$50,000 the pair, and then went in the cod fishery. She made her last voyage in 1933 and has since been laid up at San Francisco.

Big River, two-masted schooner of 160 tons, was built at Freeport (West Seattle), Wash. in 1872 by Charles Murray. Her owner was J. B. Ford of San Francisco and master Capt. A. Anderson. Big River drops out of registry about 1895.

Blakely, brigantine of 152 tons, began her career as a steam tug of 176 tons built at Port Blakely in 1872 by and for the Port Blakely Mill Co. She was engined from the old Columbia. In 1890 the Blakely was rebuilt at Port Blakely as a brigantine, being used in

turn as a sealer, in a trip treasure-seeking to Cocos I., and trading to Alaska in the Gold Rush. From 1903 to 1905 she was a codfisher out of British Columbia, and in 1907 was sold for the Baja California-San Diego guano trade. After 10 trips, the Blakely was wrecked on Natividad I., Dec. 23, 1909.

Blakely, four-masted schooner of 751 tons and 900 M capacity, was built by the Halls in 1902 for the Port Blakely Mill Co. She was sold by them to L. A. Scott, Mobile, in 1919; to Tampa, Florida, owners in 1932; and foundered at Cay Verde, Cuba, on Sept. 1, 1933.

Blanco, brig of 284 tons old measurement and 200 new, was built at North Bend, Ore., in 1858, 1860 or 1861, according to different accounts. She was built for A. M. Simpson by his brother, Ebbridge, who came out from Maine for the purpose, and cost \$15,000. In 1864 she was lost by capsizing off Siletz, Wash.

Bobolink, two-masted schooner of 170 tons, was built at Oakland in 1868 by L. S. Allen for A. M. Simpson and cost \$17,000. In October, 1873, she was ashore on Umpqua Bar, but was pulled off. After 1884 her owner was J. B. Ford, San Francisco, and she was lost for good on March 22, 1898, on Kent's Point, Mendocino, Calif.

Bonanza, two-masted schooner of 135 tons, was built at San Francisco in 1875 by J. S. Nichols as a yacht for William Ralston, the speculator who built the Palace Hotel. After his crash she became a trader, with one losing voyage as a codfisher in 1883; in 1890 she was sold to James McKenna, San Francisco, and fitted out as an Arctic whaler. Bonanza was crushed in the ice while whaling near Herschel Island in the season of 1905.

Borealis, four-masted schooner of 764 tons, was built at Fairhaven in 1902 by the Bendixsen Shipbuilding Co. for the Charles Nelson Co., San Francisco. On February 10, 1913, on a passage from Mukilteo to Samoa she got ashore on one of the Tonga group, and broke up so rapidly that wreck and cargo brought only \$2000.

Bowhead, two-master schooner of 108 tons, was built at North Bend in 1891 for Wm. Bendt, San Francisco, and was owned in Seattle in 1900.

C. A. Klose, schooner, doubtless three-masted, of 407 tons, was built at Alameda in 1902, and was wrecked on March 26, 1908, on

EDITORIAL COMMENT

More Shipbuilding Expansion

ROUGHLY speaking, the American shipbuilding industry in 1940 showed about a threefold increase as compared with its status in the preceding years, its expansion being one of the outstanding national developments of the decade. This was due to the new construction program of the Navy and the Maritime Commission. Last November, according to the Labor Department at Washington, D. C., 126,000 wage-earners were employed in building government vessels alone. The number employed in private construction is not yet available.

According to Capt. Howard L. Vickery, U.S.N., member of the Maritime Commission, a further expansion is ahead of the industry this year and next year. In an address before the Coast Guard Academy, February 7, he predicted that the number of workers employed in building government vessels will be more than doubled in the next year and a half. In place of the 126,000 thus employed in November, the program already under contract will require a total of 380,000 workers by June, 1942, and another 8,000 will have to be added when the government orders reach their peak in November, 1942. That will mean 388,000 workers in November, 1942, as compared with the 126,000 of November, 1940, an increase of 262,000. The latter number, Capt. Vickery stated, will include 31,000 machinists, 11,000 shipfitters, 9,000 sheet metal workers and 12,000 welders. (Excerpts from Capt. Vickery's address are given elsewhere in this issue.)

On the basis of the government requirements, Capt. Vickery predicted that the "United States is in for a truly enormous shipbuilding program."

The industry, accordingly, can look forward to two years of tremendous activity. What with bond requirements, taxes and limitation on profits, the shipyard owners are not going to become wealthy on government work; the chief beneficiary will be labor; it can either make a success or make a mess of the new expansion setup and a heavy responsibility now rests on the union leaders—a responsibility not only to their own rank and file but also to the nation. The government has brought the shipyard owners under its control; they have little or no elbow room now; they are held to a strict accountability to Uncle Sam financially and otherwise. The government inspector is looking over the shipyard owner's shoulder virtually every moment. Labor, however, is as free as ever and no one as yet has sug-

(Continued on Page 8)

North Head, Columbia River.

C. A. Thayer, three-masted schooner of 453 tons and 575 M capacity, was built by Bendixsen at Fairhaven in 1895. She was sold by the E. K. Wood Lumber Co. in 1912 to Capt. Peter Nelson of San Francisco, and thereafter made annual voyages to Bristol Bay in connection with her owner's salmon saltery, except during the first World War years, when she was chartered offshore. In 1925 she was bought by the Pacific Coast Codfish Co., Seattle. Her last voyage north was made in 1931, since which time the Thayer has been laid up in Lake Union.

C. C. Funk, barkentine of 539 tons, was built at Marshfield, Ore., in 1882 by H. R. Reed. A. C. Glaser, San Francisco, was her managing

owner, and she drops out of the register just before 1900.

C. S. Holmes, four-masted schooner of 430 tons and 600 M feet capacity, one of the smallest four-masted schooners ever built on this Coast, was launched by Hall Bros. at Port Blakely in 1893. She was named for one of the partners in the Port Blakely Mill Co., who died in December, 1906, and was managed by G. E. Billings, San Francisco. In 1913 the Holmes was sold to the Backlands of Seattle for trading in the Bering Sea, and addition of a shelter deck raised her tonnage to 623. She was chartered offshore again during the first World War, but returned to Arctic trading when conditions were normal, and has been laid up at Seattle since 1938.

Pacific Coast-Built Sailors

1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 6

C. T. Hill, two-masted schooner of 140 tons and 200 M capacity, was built at San Francisco in 1889 by Alex. Hay. W. B. Hill, her managing owner for 23 years, owned a 3/32 interest in her originally. The schooner got ashore on the South Spit, at the entrance to the Nehalem River, on July 30, 1912; but was salvaged and appears for a few years as owned by G. W. Palmer, San Francisco. She disappears for good from the 1916 register.

California, two-masted schooner of 119 tons, was built at San Francisco in 1869 by Isaac Hall. This was when the Hall brothers were still located in San Francisco as foremen shipwrights. Among the original part owners of the California are listed John N. Ingalls, Robert Sudden, and J. J. Smith of Santa Cruz. The latter was managing owner until 1883. In that year she was apparently wrecked at Hueneme, Calif., and rebuilt there. S. B. Peterson appears as owner in 1884, B. H. Madison in 1886; and the schooner drops out of the 1888 register.

Camano, four-masted schooner of 730 tons and 900 M feet capacity, was built by Hall Bros. at Port Blakely in 1902 for the Puget Sound Commercial Co. In 1918 she was bought by the Fife Shipping Co., San Francisco; and in 1920 by H. G. Seaborn, Seattle. He kept the Camano trading in the Pacific until 1926, when, after taking half a cargo of lumber from British Columbia to the Fiji Islands, the schooner was sent from Suva to the Gulf via the Panama Canal. She was wrecked in Arecibo harbor, Puerto Rico, on April 21, 1927.

Canute, two-masted schooner of 118 tons, was built by Turner at San Francisco in 1882. Her first owner was J. N. Pedlar, San Francisco; but about 1885 he sold the Canute to Hawaiian owners, who renamed her Ka Moi, and under this name she came back under the American flag in 1900. Register of the Ka Moi was abandoned in 1927, her last owners being a salvage company and a junk company in Honolulu.

Caroline, four-masted schooner of 511 tons, carrying 550 M feet, was built by Hall Bros. at Port Blakely in 1902 at a cost of \$37,500 for Joseph Knowland of San Francisco. All Knowland's vessels bore the names of girls, and they were all taken over by his Gardiner Mill Co. during the first World War. The Caroline was laid

up at Grays Harbor from 1921 to 1924, when she was bought by the Russian River Improvement Co. of San Francisco and had a brief career as a gravel barge between the river and San Francisco. In 1925 the hull was resold to Carl A. Nelson and beached in a bone-yard near Hunters Point, where it can still be seen.

Carrier Dove, four-masted schooner of 707 tons and 925 M capacity, was also built by the Halls at Port Blakely, in 1890. Her first owner was Jacob Jensen, San Francisco, but she later came under the ownership of Bowes & Andrews. When they disposed of their fleet in 1916 at what later proved to have been bargain prices, the Carrier Dove went to J. J. Moore for \$35,000. On her last voyage the Carrier Dove left Haipai, Tonga Is., for San Francisco on September 20, 1921, with 750 tons of copra. In a blow on October 28 the schooner began to leak badly; course was changed for Honolulu; but on the night of November 2, the vessel, water-logged and unmanageable, struck a reef near Molokai and broke up in half an hour. The crew of 11 managed to get ashore clinging to pieces of wreckage, all the boats having been stove in.

Cassandra Adams, bark of 1127 tons, was built at Seabeck by Hiram Doncaster from designs by George Middlemas for W. J. Adams, San Francisco, in 1876. In 1880 she was sold to the Departure Bay Coal Co., in 1881 to John Rosenfeld, and in 1887 to Charles Hanson of the Tacoma Mill. The bark was wrecked on Destruction I., August 15, 1888, bound from San Francisco to Tacoma under Captain Knacke.

Cassie Hayward, two-masted schooner of 197 tons, was built at Port Ludlow by the Halls in 1875 for Hayward & Harmon, San Francisco. Thomas Pollard is listed as owner in 1888, and the schooner drops from registry in 1890.

Catherine Sudden, barkentine of 386 tons, was built at Port Ludlow in 1878 by the Hall Bros. Her builders are first listed as owners; J. J. Smith after 1884; and S. H. Harmon after 1888. She made a passage from Honolulu to Cape Flattery in 9 days 13 hours in November, 1879. The Catherine Sudden is listed as wrecked in Bering Sea in 1900, the property loss being placed at \$50,000.

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EDITORIAL COMMENT

Alaska Shipping Near Crisis

ALASKA is a vast undeveloped region of 586,400 square miles with a population of only 60,000; its status is much the same as that of our Middle-west before the Civil War. It has an enormous future but unlike the Middle-west, it is dependent wholly on water transportation, with the principal steamship services based on Puget Sound. Rising ship costs, chiefly in wages and insurance, are creating a critical situation for the North. To meet these added expenses, it is evident that rates in the northern routes must be placed at a level where the present steamship services can be maintained on the scale necessary to Alaska's welfare. Any curtailment of service, any diversion of tonnage to routes now much more profitable, would set the Great North back for decades.

Last spring the various Alaskan steamship services raised their rates in order to be able to meet heavy increases in wages, insurance and other costs. Shippers and merchants, here and in Alaska, accepted the new rates without protest. Not one of them filed any complaint with the Maritime Commission. On its own motion, however, that body instituted an exhaustive investigation last summer; at the hearings the steamship companies submitted full and complete data on the increase in their costs, including wages and insurance. It is timely to point out that higher wages for labor is one of the fixed policies of the Roosevelt administration and has been endorsed by the people at two national elections. It is also timely to point out that an advance in wages cannot be granted unless there is an increase in earnings. Also it should not be overlooked that the commission's investigation put the steamship services to an added expense of more than \$50,000, another increase in their costs.

Since the hearings closed there have been more increases in wages and on February 1, hull insurance rates jumped another 15 per cent.

While we of Puget Sound and Alaska were awaiting the commission's decision in the hope it would be handed down before the 1941 season got under way, there came from Washington, D. C., a few days ago a new suggestion: namely, that the rates in the routes to and from the North should be computed on the respective property valuations of the steamship services and that the rate of return should not exceed 7.5 per cent. Such a plan, if adopted, would hit Alaska a terrific blow. Its traffic is seasonal, and is in a constant state of fluctuation.

(Continued on Page 8)

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Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

Installment No. 7

Fairhaven, Wash. (Bellingham)
Cecilia Sudden, four-masted schooner of 643 tons and 750 M capacity, was built at Fairhaven, Calif., by the Bendixsen Shipbuilding Co. in 1902. Her first owners, Sudden & Christenson, San Francisco, sold her in 1915 to a single-ship company of Tasmanian stockholders, who registered her in Melbourne; she was the second largest sailing vessel ever owned in Tasmania. In August, 1917, she was abandoned at sea, but was subsequently brought into port; in January, 1918, she was reported sold to Mobile interests for \$71,000, but she nevertheless retained British registry. In October, 1919, bound from Samoa to San Francisco, she had to put in to Suva, Fiji, to repair leaks; the voyage was finally completed, she loaded lumber at Astoria for Sydney and delivered the cargo; but in September, 1920, was abandoned afire off the New Zealand coast.

Challenger, three-masted schooner of 279 tons, was built at Eureka, Calif., in 1883 for Capt. W. J. Sweasey of San Francisco. After his death, in October, 1893, Richard Sweasey became managing owner; the vessel is listed in 1900, but her ultimate fate has not been recorded.

Charles Hanson, two-masted schooner of 192 tons, was built by Bendixsen at Eureka in 1881. Her first owner was William Brown, San Francisco; and after 1893, Albert Meyer. She was afloat in 1900.

Charles E. Falk, three-masted schooner of 298 tons, was built at Fairhaven, Calif., probably by Bendixsen, in 1889, for N. H. Falk, Eureka. She was wrecked on Copalis Rocks, some 12 miles north of Grays Harbor, on March 31,

1909, the crew of 8 getting ashore safely.

Charles F. Crocker, 855 tons, carrying a million feet, was one of the first four-masted barkentines built on the Pacific Coast. She was launched at Alameda in 1890 by C. G. White, and her first owner was J. Simpson, San Francisco. She was owned in the years before the first World War by Sanders & Kirchmann; they sold her in 1916 to William Johnson; and in 1918 Pacific Freighters of San Francisco bought the vessel. She was laid up at Seattle in 1924, after spending a couple of lean years in the Honolulu lumber trade. In 1926 she went to the "Hollywood Navy," and was allowed to founder in Isthmus Harbor, Catalina Island, where her bones are one of the wrecks which now foul that otherwise beautiful anchorage.

Charles H. Merchant, three-masted schooner of 283 tons, was built by Hans Reed for E. B. Deane & Co. in their yard at Marshfield, Ore., in 1877. She was afloat in 1900.

Charles R. Wilson, three-masted schooner of 345 tons and 440 M capacity, was built by Bendixsen at Fairhaven, Calif., in 1891, for Henry Wilson, San Francisco. The man for whom she was named died at Aberdeen, Wash., on August 15, 1908. In 1913 she was sold to the Pacific Coast Codfish Co., Seattle, and they managed to get a cargo a year with her until 1920, although she was chartered offshore during the winter in the war years. In 1920 she made a voyage as a salmon packer, and then went offshore for copra, but in 1922 she returned to the cod fishery. The Wilson was bought by J. E. Shields, Seattle, in 1928; was engaged in codfishing until

1933, then cannery ship in 1934, 1935 and 1936. Has been codfishing ever since, and we look forward to another good season for her in 1941.

Charlotte Frances, brig of 126 tons old measurement, was built at San Francisco in 1863 by J. M. Farnum. Nothing more is known of this vessel.

Chehalis, four-masted barkentine of 690 tons and 850 M capacity, was built at Hoquiam, Wash., 1891, by T. McDonald for the Simpson Lumber Co. In 1912 they sold her to Peruvian owners, and she is listed as owned in Callao as late as 1921.

Chetco, two-masted schooner of 106 tons and 80 M capacity, was built at Benicia by Turner in 1887 for the Del Norte Commercial Co. of San Francisco. In 1911 the Chetco had a gas engine and was owned by Benjamin Walters, San Francisco; she drops out of registry some time after 1915.

Churchill, four-masted schooner of 655 tons, carrying 900 M feet, was built by the Simpson Lumber Co. at North Bend in 1900 for their own account. On September 27, 1917, she was wrecked on the French Frigate Shoal, northwest of the Hawaiian Islands, and the crew of 14 were all eventually rescued about a month later.

City of Papeete, barkentine of 389 tons and 370 M capacity, was built at Fairhaven by Bendixsen in 1883 for the Tahiti packet line of J. G. Berude, San Francisco. In 1901 she was bought by the Alaska Codfish Co., San Francisco, and in 1912 was cut down to a baldheaded schooner. Her last codfishing voyage was in 1928, since which year she has been laid up in San Francisco Bay near the company's plant, and it would take a lot of refitting to get her to sea again.

Clara Light, two-masted schooner of 179 tons, was built at Steilacoom, Wash., for Capt. S. C. Mitchell in 1868. In 1873 she was sold at San Francisco for \$8500 and put in the Coos Bay trade. Her owner in 1882 was P. Packshea of San Francisco. The Clara Light is stated to have been a whaler

later; she is last listed in 1887.

Claus Spreckels, two-masted schooner of 246 tons, was built at San Francisco in 1879 by Matthew Turner for John D. Spreckels. Her owner's first venture into ship-owning, she was named for his father, and was employed in carrying raw sugar from Hawaii for the elder Spreckels' refinery in San Francisco. In this trade, she is credited with a passage of 9½ days from San Francisco to Kahului. The Claus Spreckels drops out of registry about 1887. She was one of the largest two-masted schooners built on the Pacific Coast.

Columbia, four-masted schooner of 684 tons, carrying 875 M feet, was built at Hoquiam, Wash., in 1899 by G. H. Hitchings. Owned before the first World War by J. H. Baxter, San Francisco, she was sold about 1918 to the City Mill Co., Honolulu, and resold a couple of years later to the Pacific Commercial Navigation Co. of the same port. From 1920 to 1926 she was continuously employed in the lumber trade between Hawaii and Puget Sound, but in April, 1926, she was sold to E. R. Sterling, Seattle, and became one of a fairly large fleet of sailing vessels which took lumber to Australia about that time. Like many of the vessels of that fleet, she never returned from Australia; but was sold to British owners in 1928 and probably broken up.

Comet, three-masted schooner of 429 tons, was built by Hall Bros. at Port Blakely in 1886 for John A. Hooper of San Francisco, who owned the schooner throughout her entire career. The Comet was wrecked on San Miguel Island, off southern California, on September 2, 1911.

The motorship Kookaburra arrived in Seattle Thursday from Australia with general cargo.

The Matson freighter Mauna Ala has been loading lumber, canned goods and general cargo in Seattle and Tacoma this week for Hawaii.

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Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 8

Commerce, four-masted schooner of 658 tons and 900 M capacity, was built at Alameda by Hay & Wright in 1900 for Sanders & Kirchmann, San Francisco. In May, 1921, she arrived at San Francisco from the Fiji Islands with a cargo of copra, and was then laid up. About 1934 she was bought by the prison doctor of San Quentin, and moved to Sausalito to serve as a floating home.

Compeer, three-masted schooner of 347 tons and 450 M capacity, was built at Fairhaven, Calif., by Bendixsen in 1877. Her first owner is listed as one Nissen of San Francisco; after 1884 she was owned by Soren B. Peterson, who continued as managing owner for 28 years. On July 17, 1912, the Compeer was wrecked at Bristol Bay, Alaska, with a property loss of \$25,000. The schooner is listed in Lloyd's Register for several years thereafter as owned by the Alaska Packers of San Francisco; but she does not seem to have been afloat.

Consuelo, brigantine of 293 tons, was built by M. Turner at San Francisco in 1880 for John D. Spreckels for the sugar trade with Hawaii. Of the many smart vessels in that trade, the Consuelo has one of the best records, being credited with four 10-day passages between the Islands and the mainland. Shortly before 1905, the brigantine was sold to Mexican owners in the Gulf of California, and is listed as owned in Topolobampo as late as 1920.

Coquelle, two-masted schooner of 103 tons and 170 M capacity, was built on the Coquille River in 1883. During the first World War she was given an auxiliary engine, and was owned in San Francisco in 1919.

Cora, schooner of 155 tons, probably two-masted, was built at Port Orchard, Wash., in 1867. She is listed as a casualty in 1884, her owner then being J. G. Jackson, San Francisco.

Corona, three-masted schooner of 394 tons, was built at Port Blakely in 1883 by Hall Bros. for their own account. She was sold about 1909 to Peruvian owners, and was still afloat in 1920.

Courser, three-masted schooner of 357 tons, was built at Port Ludlow in 1876 by Hall Bros. She was wrecked in Shoalwater Bay in 1879, but was raised and repaired by T. H. P. Whitelaw of San Francisco, and in 1880 was sold at Astoria to Capt. Trask for \$18,000. In 1882 she was owned by Renton, Holmes Co. of the Port Blakely

Mill; she drops out of register just before 1900.

Courtney Ford, brigantine of 401 tons, was built at Benicia in 1883 by Capt. Turner for J. J. McKinnon, San Francisco. She was afloat in 1900, *wrecked by fire at Bristol Bay, Alaska*.

Crescent, five-masted schooner of 1443 tons, was built at Fairhaven in 1904 for the Charles Nelson Co. by the Bendixsen Shipbuilding Co. She was the largest vessel built up to her time on the Pacific coast for the lumber trade, having a capacity of 1650 M feet. Capt. Theodore Olson had the Crescent during her entire life; his wife sailed with him, and they made their home on board. In 1918, the Crescent was bound from Sydney to San Francisco with a load of copra, and on June 1 the cargo caught fire in 36°27'N, 150°23'W—about 1400 miles west of San Francisco—and the schooner had to be abandoned. With his wife and the crew of 12, Capt. Olson sailed in the longboat to San Francisco, where they arrived at Meiggs' Wharf on June 16, a little hungry and stiff, but otherwise safe and sound.

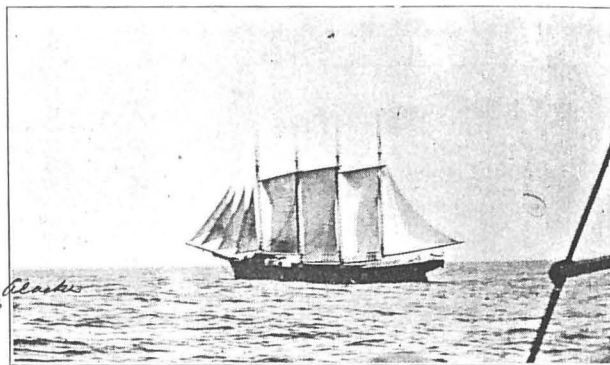
Czar, two-masted schooner of 144 tons, was built at San Francisco in 1881 by Turner. Her first owners were a fur-trading company of San Francisco, but in 1883 the Czar was bought by T. W. McCollam and operated in connection with his codfish stations in the Shumagin Islands. In 1892 he replaced this schooner with the larger Czarina; and the Czar passed to William Olson, San Francisco. In 1920 she was owned in Guaymas by a Mexican firm, under the name of Juan Lanzagorta.

Czarina, three-masted schooner of 230 tons, was built at Fairhaven in 1891, probably by Bendixsen, for the Union Fish Co. of San Francisco. The Czarina was operated as a freighter, taking supplies to the shore stations of the company in the Shumagin Islands, and bringing back the dried cod, making several trips each year, instead of the single voyage of the vessels which actually engaged in the fishery. She was wrecked without loss of life on Nagai Island, Alaska, on February 15, 1911, with a property loss of \$30,000.

D. C. Haskins, two-masted schooner of 112 tons, was built at Vallejo, Cal., in 1869 by Benjamin Walls for John B. Frisbie of Vallejo. She is last listed in 1885.

Daisy Rowe, two-masted schooner of 122 tons, was built at Fairhaven by Bendixsen in 1879.

SCHOONER BUILT AT HOQUIAM IN 1898



THE FOUR-MASTED DAUNTLESS

Her owners were Higgins & Collins of San Francisco, and she is listed as still afloat in 1900.

Dakota, three-masted schooner of 335 tons, was built at Marshfield, Ore., by H. R. Reed in the E. B. Deane yard, in 1881. Her first owner is given as John C. Wendt, San Francisco. The Dakota drops out of registry about 1887.

Dare, three-masted schooner of 259 tons, was built by and for the Simpsons at their North Bend yard in 1882. Under Capt. F. A. Berry, the schooner got ashore on Bonilla Point, Vancouver I., on December 23, 1890, in a heavy fog; the crew were all saved.

Dashing Wave, two-masted schooner of 148 tons, was built at Eureka in 1867 by Bendixsen. She had various San Francisco owners up to 1882, when she was bought by Linde & Hough for a codfisher. While so employed, the Dashing Wave was wrecked in the Bering Sea on April 16, 1891, the property loss being placed at \$25,000.

Dauntless, four-masted schooner of 548 tons and 650 M capacity, was built in 1898 at Hoquiam by G. H. Hitchings for the E. K. Wood Lumber Co. On October 13, 1912, the Dauntless was in collision off Fort Bragg with the steamer St. Helens; but was subsequently repaired. The schooner traded offshore until November, 1923, when she was laid up at San Francisco after arrival from Tonga with a copra cargo. In 1924 the Dauntless was sold to appear in a moving picture; then followed service as a fishing barge off Balboa, Calif., and her registry was abandoned in 1929.

David Evans, four-masted schooner of 821 tons, was built at Marshfield, Ore., in 1901 by the Pacific Shipbuilding Co. for the associated Pacific Shipping Co. About 1910 she was sold to British Columbia owners, and in 1915 was taken over by Balfour, Guthrie & Co., San Francisco, but kept under British registry. In October, 1921, the schooner, under Capt. E. Spicer of Hoquiam, caught fire off the

South African coast and was scuttled, the crew reaching shore safely.

Trade Attache Due Next Week

Walter J. Donnelly, commercial attache to the United States Embassy at Rio de Janeiro, Brazil, is to be a Seattle-Tacoma visitor this coming week. His coming to the State of Washington on March 26-29 will strengthen the commercial ties between the United States of America and the United States of Brazil, was the comment of Philip M. Crawford, district manager of the Seattle office of the Bureau of Foreign and Domestic Commerce, in announcing the visitor. Mr. Donnelly has served with distinction at posts both abroad and in this country. In 1940 he was a delegate to the second Pan-American Congress of Commercial Agents. Since September, 1937, he has been American commercial attache at Rio de Janeiro. Previously he served as commercial attache at Havana, Cuba, and Bogota, Colombia.

NEW CHART

ALASKA—No. 8235. Gastineau Channel and Taku Inlet. February, 1941. Scale, 1:40,000, size 33 by 47 inches, price 75 cents. This chart has been extended eastward and northward to include Taku Inlet and also has an insert of Juneau Harbor on a scale of 1:10,000. The new edition was compiled from the latest surveys by the U. S. Coast and Geodetic Survey.

A. M. Sobieralski, Inspector,
U. S. C. & G. Survey.
Seattle, Wash., March 15, 1941.

A large steel caisson gate for the Puget Sound Navy Yard was launched from marine ways at the Moore Dry Dock Company in Oakland Wednesday.

Courtney Ford 82' Lewis Allen

Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 9

Defender, four-masted schooner of 446 tons and 575 M capacity, was built by Bendixsen at Fairhaven in 1896 for George U. Hind, San Francisco. She was taken over by Hind, Rolph & Co., when that firm was organized. In February, 1920, the Defender sailed from Aberdeen, Wash., for Suva, but on April 10 got ashore on Ongea Reef in the Fijis, and could not be floated. The lumber cargo was sold for \$23,500, but the wreck brought only \$1050.

Defiance, four-masted schooner of 604 tons and 725 M capacity, was built at Hoquiam, Wash., in 1897 by Mathews & Hitchings for the E. K. Wood Lumber Co. of San Francisco. While loading copra at Faisai, Solomon Islands, on January 23, 1922, the Defiance took fire and was burned to the water's edge, Capt. Clark and his crew getting ashore safely. Managing owner of the schooner at that time was given as Ernest Johnson, Portland, Ore.

Del Norte, two-masted schooner of 100 tons, was built at Benicia by Turner in 1887 for the Del Norte Commercial Co., San Francisco. A sister vessel to the Chetco, she had a shorter life, dropping out of registry before 1910.

Discovery, barkentine of 415 tons, was built at Port Discovery, Wash., in 1874 by Charles Murray. She was owned after 1884 by E. E. Kentfield, San Francisco, and drops out of registry in 1895.

Dora Bluhm, three-masted schooner of 330 tons, was built at Port Blakely by Hall Bros. in 1883. William G. Bluhm, San Francisco, appears as first owner, followed by W. H. Smith. From 1906 to 1908, the Dora Bluhm was operated as a codfisher by the Pacific States Trading Co., but then went back into the lumber trade, and was wrecked on Santa Rosa Island on May 26, 1910.

Dreadnaught, schooner of 183 tons, probably two-masted, was built at Port Madison, Wash., in 1866. She cost \$21,600. Capt. Periman is listed as her first master, and also part owner, and the schooner drops out of registry about 1880.

E. B. Jackson, four-masted schooner of 682 tons and 850 M capacity, was built at Aberdeen, Wash., by J. Lindstrom in 1901 for Wilson Brothers, San Francisco. She was abandoned at sea in December, 1914, but was subsequently brought to port and repaired under the same ownership. On February 7, 1917, the E. B. Jackson got ashore at Apia, Samoa, and this time was lost for good.

E. K. Wood, four-masted schooner of 520 tons and 700 M capacity, was built at Port Blakely in 1888 by Hall Bros. She was first managed by James Tuft, San Francisco, but came under the E. K. Wood house-flag about 1910. In November, 1912, she was wrecked without loss of life on Barrier Island, British Columbia.

Echo, four-masted barkentine of 707 tons and 950 M capacity, was built at North Bend, Ore., in 1896 by and for the Simpson Lumber Co. In 1916 she was taken over by A. F. Thane & Co., San Francisco, and was sold by them in February, 1923, to Robert Purdie, San Francisco. She arrived at San Francisco in February, 1924, with a part cargo of copra from Tonga, and was then laid up. A few years later she was sold to become a floating home at Sausalito; but her owner moved to the Galilee about 1935, and there is not much left of the Echo now.

Edward Parke, two-masted schooner of 147 tons, was built at Eureka in 1877 for N. C. Erlandson and others of San Francisco. One account says her builder was Bendixsen; but her carpenter's certificate was sworn to by Augustus Vernon. She grounded on Humboldt Bar in 1880, losing two of her crew of six, but was repaired and was subsequently owned by Dolbeer & Carson. She drops out of registry shortly before 1900.

Edward R. West, four-masted schooner of 835 tons, carrying 1200 M feet of lumber, was built at Aberdeen, Wash., in 1902, by W. H. McWhinney for Slade & West. In March, 1917, she had to put into Cape Town to repair leaks, while bound from Vancouver to Delagoa. In 1918 she was bought by the Pacific Freighters Co., and in December of that year had a fire on board while loading copra at Sydney for San Francisco, damage being confined to the cargo. In 1921 she was resold to Mobile owners, but was wrecked at Fakarava I. in the Tuamotos on May 27, 1922, on a passage from Astoria to South America, and so never saw the Gulf.

Eldorado, four-masted schooner of 881 tons and 1200 M capacity, was built at Aberdeen in 1901 by McWhinney & Cousins on the same dimensions as the preceding. The Eldorado was owned by Sanders & Kirchmann of San Francisco, and was abandoned in 31°02'S, 121°37'W on June 13, 1913, 74 days out of Astoria for Antofagasta. The crew of 11 made Easter Island safely in the boats, and their experiences formed the basis of an article by

EDITORIAL COMMENT

Retirement of Capt. Hardy

THE good wishes of the Northwest and Alaska and of the maritime world will follow Capt. F. H. Hardy of the United States Coast and Geodetic Survey when he retires at the end of this month after 37 years in that service and the Navy. In the Northwest we have a number of Federal officials of outstanding calibre and character and in that list Captain Hardy ranks with the best. He is one of those whose whole official career inspires new confidence in the future of free America. If we of the Northwest were asked to sum up the vital feature of his career we would say: "Fidelity to duty." In that, during his 37 years of service for Uncle Sam, he has exemplified the high tradition of the Survey and the Navy.

Puget Sound has figured in Captain Hardy's life ever since he was an infant. When he was only 2 years old, his father, a master in the Besse fleet of New Bedford, Massachusetts, took him on a voyage from Boston to Japan, thence to Puget Sound and from here back to Boston. That was in 1883. On the Sound the vessel, a bark, loaded for the Massachusetts port and the place where she loaded was Freeport. That name is strange to this generation. The place is now known as West Seattle. In the early 1890s, as a boy, he again visited Puget Sound on a voyage with his father, the vessel loading this time in Old Town, Tacoma. So when he came to the Sound in 1908 as an officer in the Survey service, he was returning to waters familiar to him in childhood and in boyhood, and for which he had a real affection. A review of his career is given elsewhere in this issue. It is the record of a fine American.

Smaller Plants Not Utilized

ACCORDING to the "Washington Merry-Go-Round" column, written by Drew Pearson and Robert S. Allen and published in the Seattle Post-Intelligencer, some 200,000 firms are available in the United States for defense contracts. Ninety per cent of the orders awarded the last half of 1940 went to 600 large concerns and of the 600 large enterprises, 114 got contracts amounting to \$6,668,800,000. Their orders have piled up, according to Pearson and Allen, yet they strongly oppose any

(Continued on Page 8)

Peter B. Kyne in the "Saturday Evening Post" for August 14, 1914; one of the few occasions when a national magazine has taken any notice of our Pacific coast vessels.

Elida, schooner, probably two-masted, 179 tons, was built at Port Madison, Wash., in 1868 for Capt. Oloff Mattson. In 1873 she was abandoned out of Coos Bay with a coal and lumber cargo for San Francisco; and although she was picked up by the Grappler and Isabel and towed into the Strait of Fuca early in 1874, it is doubtful whether she ever put to sea again.

Eliza Miller, two-masted schooner of 156 tons, was built at San Francisco in 1883 by C. G. White, her first owner being Jacob Jensen of that port. She was still afloat in 1900.

Ella, barkentine of 259 tons, was

built at Freeport (West Seattle) in 1874, and her builder is given both as C. Saunders and as Wm. H. Bryant. She was owned for a time by Welch & Co., and later by Charles Nelson of San Francisco, and drops out of the 1891 register.

Ella Johnson, two-masted schooner of 112 tons, was built at Port Angeles, Wash., in 1894 for local owners; but she had a short life, not being afloat in 1900.

Ella Laurena, schooner of 223 tons, probably three-masted, was built at Portland, Ore., in 1895, and was wrecked on December 23 of that year.

Ellen H. Wood, brig, was built on the Umpqua, according to one account. She is listed in Lewis & Dryden as having taken part in the Fraser River "rush" of 1858, but no other record can be found of her.

Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 10

Elnorah, three-masted schooner of 144 tons, was built at Newport, Ore., in 1871 by James Munroe for the Newport Transportation Co. She was later owned for many years by John A. Hooper of San Francisco, and drops out of register shortly before 1900.

Elsie Iversen, two-masted schooner of 122 tons, was built at Benicia in 1887 by Matthew Turner for Neils Iversen, San Francisco; but is listed in the register for only one year.

Elvenia, two-masted schooner of 148 tons, was built on Humboldt Bay in 1872 by H. D. Bendixsen, and was owned for many years by Ferdinand Gee of San Francisco. She was afloat in 1900.

Emma, two-masted schooner of 112 tons old measurement, was built at San Francisco in 1854. She was owned in 1861 by W. J. Woodley of that port, but was sold foreign the next year.

Emma Augusta, barkentine of 284 tons, was built at San Francisco in 1867. She was owned in the '80's by S. B. Peterson, and disappears from the register in 1890.

Emma Claudina, three-masted schooner of 195 tons, was built at San Francisco in 1882 by Capt. Turner for John D. Spreckels for the Island sugar trade. She was commanded for a time by Capt. William Matson, who went from her to the Lurline and later started a line of his own. In December, 1884, the Emma made a passage from Hilo to San Francisco in 9 days, 20 hours. In her old age she went into the lumber trade, and foundered off Grays Harbor on November 14, 1906, the crew of 8 being picked up.

Emma Utter, three-masted schooner of 279 tons, was built by the Hall Brothers at Port Ludlow in 1875. She changed ownership repeatedly, and was listed as belonging to E. B. Deane & Co., Ferdinand Gee, Daniel Wilcox, and William Bowne, all of San Francisco. The Emma Utter was afloat in 1900.

Encore, four-masted barkentine of 651 tons and 700 M capacity, was built at the North Bend Mill, North Bend, Ore., for A. M. Simpson, San Francisco, in 1897 and cost \$30,000. On July 14, 1917, in 22° 45'S, 171° 42'E, the Encore was captured and burned by the German raider Wolf. The crew was taken aboard the raider and shared the experiences which have been related in a recent book; one group of the prisoners were cast away on the Danish coast and rescued by

the Danish authorities, but the rest were taken to Germany to spend the rest of the war period in a prison camp.

Endeavor, four-masted schooner of 565 tons and 730 M capacity, was built by Hall Bros. at Port Blakely in 1897 for their own account, and was managed by G. E. Billings, San Francisco. The Endeavor has two very fine passages to her credit, one from Callao to Port Townsend in 31 days in 1897, and the other from Manila to the same port in 38 days in 1902. She was wrecked on Ongea Reef in the Fiji Islands on September 10, 1912, with the loss of one life.

Ensign, four-masted schooner of 618 tons and 830 M capacity, was built at Everett, Wash., in 1904, by C. G. White for the C. R. McCormick Lumber Co. of San Francisco. She was wrecked near Naples, on the southern California coast, on the night of January 20-21, 1909, while bound from San Pedro to the northward in ballast, the crew of 10 being landed safely. The Ensign was valued at the time at \$50,000.

Enterprise, two-masted schooner of 189 tons, was built at North Bend, Ore., in 1863 by James Howlett, and cost \$18,000. She was owned by the Simpsons, and her master for many years was Capt. W. J. McAlle, who was later lost in the Nomad. After 1882, ownership of the Enterprise changed frequently, and she was still afloat in 1900.

Equator, two-masted schooner, was built in Benicia in 1888 and operated as South Seas trader and mail boat by Wightman Brothers, San Francisco. The Equator and the British battleship Calliope were the only ships within a radius of 200 miles of Apia to ride out the great Samoan hurricane of March, 1889. Later she was chartered by Robert Louis Stevenson, the novelist, for a South Seas cruise and in her cabin he heard the yarn that gave him the nucleus for the plot of "The Wreckers." A number of years later the Equator was converted into a steam tug. An old M.E.B.A. list gives the Equator as owned in 1902 by the Pacific Packing & Navigation Co., San Francisco. Later she was acquired by the Northwestern Fisheries Co., Seattle, which sold her in 1915 to the Cary-Davis Tug & Barge Company, founded by Capt. George R. Cary and Capt. Lindley Davis. They converted her to diesel power 20 years ago. In the summer of 1929 the Cary-Davis company, the Drummond Lighterage Company,

the Pacific Towboat Company and the Gilkey Brothers merged their towing operations under the name of the Puget Sound Tug & Barge Company, now headed by Harrison J. Hart, and since then the Equator has flown the new company's flag. In March, 1941, the company equipped the Equator with a new 250-horsepower diesel and made other improvements, and she is now a modern towboat. Her stout wooden hull was found in sound condition. President Hart refers to her now as "a tug of the 1941 vintage." She is good for many more years.

Eric, four-masted schooner of 574 tons and 750 M capacity, was built by Hall Bros. for their own account, and was managed after 1900, like all their fleet, by G. E. Billings of San Francisco, who had married a Hall niece. In 1917, the Eric was sold for \$65,000 to Burns-Philp Co., the Australian copra merchants, but retained U. S. registry. In December, 1923, she put into Honolulu, waterlogged, on a voyage from Clallam Bay, B. C., to Brisbane, Australia; but was repaired and completed the voyage. On her return to San Francisco, the Eric was sold to J. E. Shields of Seattle, and in January, 1925, was towed to that port. There she was sold to Sir Guy Gaunt, and went under British registry for a world cruise; but what became of her after that is unknown to me.

Espada, four-masted schooner of 777 tons and 900 M capacity, was built at Fairhaven in 1902 by the Bendixsen Shipbuilding Co., and was owned by Sudden & Christenson, San Francisco. In 1917 she was taken over by Pacific Freighters, and in July, 1918, sailed from Port Blakely to Sydney with a full cargo of lumber. For the return trip she loaded copra at Levuka, Fiji Is., but while leaving that port got ashore to the south, and was a total loss on January 21, 1919.

Esther Buhne, three-masted schooner of 428 tons and 375 M capacity, was built by Bendixsen at Fairhaven in 1887. She was owned by H. H. Buhne of Eureka until 1916, when she was bought by Alex Woodside, San Francisco. She made a passage from San Francisco to Suva, Fiji, in 39 days in 1920, but the return passage took 73 days. In November, 1923, after a lay-up at San Francisco, she was sold to a Los Angeles moving picture company; in 1925 she became a fishing barge, and was wrecked at Newport Beach on February 13, 1927.

Ethel Zane, four-masted schooner of 498 tons and 600 M capacity, was built at Eureka in 1891 by Peter Mathews. Her first owner was C. A. Hooper, San Francisco; she was sold by the Pacific Shipping Co. to B. H. Tietjen about 1912, and resold to Atkins & Kroll, copra importers, in 1916. The Ethel Zane was abandoned at sea in a typhoon in July, 1918, in 17°N,

152°E, which is northeast of Guam; the crew of 9 were all saved.

Eureka, barkentine of 295 tons, was built by Charles Murray in 1868 for Kentfield, Buhne & Jones at their mill on Gunter's Island, Humboldt Bay. She cost \$30,000. John Kentfield had the managing ownership for many years, but this passed about 1888 to Charles Nelson. The Eureka was still afloat in 1900.

SATURDAY, JANUARY 4, 1958

50 Years Ago FROM THE COLUMNS OF THE POST

January 4, 1908

The mystery of the disappearance of the schooner *Emma Claudina* which disappeared off Moclips on November 13, 1906 was cleared up yesterday with the coming ashore of the hull and a quantity of wreckage. Evidently after sinking the schooner lay on the ocean bottom until the last few days when she was swept in by the high gales and tides which have prevailed of late. This is good news as it was thought that the deserted wreck was drifting about a derelict.

bodying all existing legislation on the subject. Every State in the Union without exception has passed laws prohibiting the use of the flag for advertising purposes, with varying penalties for violation. Alaska, Puerto Rico, the Philippine Islands and Samoa, also have similar laws on their statute books but oddly enough there is no Federal legislation covering the use of the flag.

The information presented in the Department of Commerce handbook was compiled by James L. Brown, chief of the Industrial Property Section, Division of Commercial Laws. Besides the texts of pertinent State and Territorial

50 Years Ago FROM THE COLUMNS OF THE POST

November 24, 1906.

The *Emma Claudina*, a 3 master schooner with Tom Stream, captain, was lost off the coast north of the entrance of the bar last week. The Captain and the crew were rescued by the Minnie A. Caine.

Pacific Coast-Built Sailors 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 11

Eureka, two-masted schooner of 123 tons, was built at Benicia in 1887 by Turner for Leon A. Maisson, San Francisco. She disappears from registry about 1898.

Eva, three-masted schooner of 277 tons, was built at Seabeck, Wash., in 1880 by Murray for W. J. Adams of the Seabeck Mill, with Capt. A. H. Paul as master. She was sold to Kentfield & Co. about 1885, and Charles Nelson was managing owner from about 1890 until the Eva was wrecked in Altata Bay, Mexico, in April, 1910.

Excelsior, three-masted schooner of 348 tons, was built by Bendixsen at Fairhaven, Calif., in 1876. Capt. Oscar Kustel and his brother are the first owners of record; in 1884, John Smith, San Francisco, is listed; and in 1886, Charles Nelson. The Excelsior made a ballast passage from Shanghai to Port Townsend in 27 days in 1878; and was finally wrecked in Nelson's Lagoon, Alaska, on August 30, 1906, with a property loss of \$23,000.

Expansion, four-masted schooner of 545 tons and 750 M lumber capacity, was built at Alameda by Hay & Wright in 1900 for Sanders & Kirchmann, San Francisco. She was lost on May 20, 1918, on the reef at Suva, Fiji Islands.

F. M. Slade, four-masted schooner of 737 tons and 950 M capacity, was built at Aberdeen, Wash., in 1900 by McWhinney & Cousins, for the Slade Lumber Co. She sailed in December, 1913, from Grays Harbor for Supe, Peru, but got ashore 50 miles from her destination; and after being floated was sold to Peruvian owners, who repaired her and renamed her the Helvetia. Under this name she is listed until about 1920, when she disappears from the registers.

F. S. Redfield, three-masted schooner of 469 tons, was built by Hall Bros. at Port Blakely in 1887, and operated under their house-flag. About 1910 she was acquired by Capt. John Backland of Seattle, who installed a gas engine, and traded to the Arctic with her. The F. S. Redfield was wrecked at Cape Prince of Wales in 1911, with a property loss of \$20,000.

Falcon, three-masted schooner of 205 tons, was built at Fairhaven by Bendixsen in 1882. Her first owner is given as H. R. Jacobsen, San Francisco, followed by Wright, Bowne & Co. Shortly after 1900 the Falcon was sold to Williamson, Balfour & Co., Valparaiso, the lessees of Easter Island, and put under Chilean

registry to operate in connection with her owners' sheep ranch on the island. She was still owned in Valparaiso as late as 1924.

Fannie Adelle, three-masted schooner of 234 tons, was built at San Francisco in 1883 by Dickie Bros., and owned for many years by J. J. McKinnon of that port.

Fanny, two-masted schooner of 170 tons, old measurement, was built at San Francisco in 1861 by Domingo Marcucci for Charles Hare and Turner & Rundle, and cost \$13,000. In June, 1862, Capt. Horatio N. Turner was registered as her whole owner, and the Fanny was sold to foreigners in Hongkong in May, 1863.

Fanny Dutard, three-masted 170 tons, old measurement, was built at San Francisco in 1882 by C. G. White. She was owned by B. C. Genereaux and later by Hans Madison of San Francisco, and in 1905 was bought by J. A. Matheson of Anacortes, Wash., and put in the Bering Sea codfishery. She was withdrawn in 1918 in favor of the off-shore lumber and copra trade, but resumed fishing the next year. Her last voyage was in 1930; then she was laid up for a time in Lake Union, Seattle, but has been operated recently as a barge by the Ketchikan Packing Co.

Fanny Hare, two-masted schooner of 163 tons, was built at San Francisco in 1867 by John Daly and cost \$22,000. About 1880 she was sold to owners in Nicaragua, and a few years later was bought by a firm in Callao, who renamed her the Jose Pozzo, and were still listed as owners in 1921.

Fanny Jane, schooner, probably two-masted, of 120 tons, was built on Coos Bay, Ore., in 1869 by Jacob Sutherland for San Francisco owners. She disappears from registry about 1878.

Fearless, four-masted schooner of 736 tons and 900 M capacity; was built at Hoquiam in 1900 by G. H. Hitchings for the E. K. Wood Lumber Co., San Francisco. She traded under this ownership until January, 1923, when she was bought by the Whitney-Bodden Shipping Co., Mobile, and went through the Canal to Cuba with a lumber cargo from Bellingham. On November 25, 1927, the Fearless was wrecked without loss of life at Tambores, Cuba.

Fidelity, three-masted schooner of 192 tons; was built at Eureka, Calif., in 1882 for Wm. J. Sweazey, San Francisco, and drops out of register in 1890.

EDITORIAL COMMENT

The New American Mail Ship

At last we again have a modern American ship in the Puget Sound-Oriental routes, the vessel being the new motorship Cape Alava, built for the United States Maritime Commission and now chartered by the American Mail Line. She is loading on the Sound this week for her maiden voyage in the transpacific trades. The vessel is modern in every detail; nothing has been left undone to make her fireproof, everything being metal except chairs. She is equipped to the utmost degree with the most modern mechanisms, including the latest Sperry devices for safe and expeditious navigation. From the first the Maritime Commission has set a high standard in its shipbuilding program and the Cape Alava represents that standard. Other and larger ships of the commission's new fleet will follow her into the American Mail's service.

In former years the Sound had reason to be proud of the American carriers it had in its Oriental service. Thirty-eight years ago we had the 12,000-ton steamships Shawmut and Tremont. Then came James J. Hill's huge passenger liners, the Minnesota and Dakota. From April, 1921, to August, 1938, we had the fast 535-foot liners built by the old Shipping Board. In the periods indicated, Puget Sound did not have to hang its head when it contemplated the American ships connecting our ports with the Orient. There is every indication that we are now entering another period when we can take pride in the vessels that keep the Stars and Stripes in our transpacific service. The Northwest men who reorganized the American Mail and put it back on its feet have performed a great public service, regionally and nationally.

Sect. Perkins and Mr. Landis

THE most surprising development in the Harry Bridges case is the statement of J. Edgar Hoover, head of the Federal Bureau of Investigation, that the Landis investigation and hear-

(Continued on Page 8)

Forest Home, four-masted schooner of 763 tons and 950 M capacity, was built by H. E. Heuckendorff at Marshfield, Ore., in 1900. She was owned by Swayne & Hoyt, San Francisco, and later by the McCormick Lumber Co.; in 1918, James Jerome, San Francisco, took her over. In 1922 she made a voyage to Alaska, salmon-packing; and was subsequently sold to New Zealand owners and renamed the Holmwood, as which she was listed in 1930.

Forest Queen, bark of 511 tons, was built at Port Ludlow in 1869 by Hiram Doncaster from designs by Middlemas, and cost \$60,000. The bark was owned during most of her career by Charles Nelson, San Francisco, and drops from registry shortly before 1900. In 1877 she hung up the remarkable record of making 11 consecutive round trips between San Francisco and Puget Sound under Capt. Burns, the best voyage taking 18 days, the poorest 34, and the average 27 days, gross time. Since the owners of a vessel in those days

customarily rewarded a master who made the trip in less than a month by buying him a suit of clothes, Capt. Burns was probably the best-dressed man on the Pacific that year.

Forester, four-masted schooner of 663 tons and 900 M capacity, was built at Alameda in 1900 by Hay & Wright for Sanders & Kirchmann, San Francisco. She was laid up at San Francisco after 1921, first at Government Island in the Oakland Estuary, but about 1935 was towed around to Suisun Bay, and beached on the mud-flats below Antioch.

Fortuna, two-masted schooner of 145 tons, was built at Fairhaven, Calif., in 1886, probably by Bendixsen, for R. McKay, San Francisco. In 1906 she was bought by the Blom Codfish Co., Seattle; and passed in 1914 to the Northern Codfish Co. She fished subsequently under charter to other companies until 1917, when she went back to the lumber trade, and was sold to Peruvian owners in 1919.

Pacific Coast-Built Sailors 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 12

Francis Alice, two-masted schooner of 131 tons, was built at St. Helens, Ore., in 1881 by W. J. Stevens. Her first owner lived in Astoria; from 1883 to 1886 she was in the cod fishery for Nicholas Bichard, San Francisco, and subsequently was sold to Alaskan owners. She was wrecked in 1905 in Alaskan waters, property loss being given as \$15,000.

Fred E. Sander, three-masted schooner of 463 tons, was built by Hall Bros. in 1887 at Port Blakely, and was another unit of their large fleet. In 1917 she was sold to Peruvian owners, and was listed as the *Lionelo* of Callao in 1930.

Fred J. Wood, four-masted schooner of 681 tons and 800 M capacity, was built by G. H. Hitchings, Hoquiam, in 1899, for the E. K. Wood Lumber Co. In 1923 she was reported sold to Capt. E. L. Whitney, Mobile, who bought the *Fearless* and *Resolute* of the Wood fleet at that time; but the deal fell through. In July, 1923, the Wood sailed from San Francisco for Nome, Alaska; and was subsequently laid up, her register being abandoned in 1928.

Frithiof, two-masted schooner of 242 tons, was built by Holden in the Deane yard at Marshfield, Ore., in 1874 for Oloff Mattson, owner and master. The schooner drops from registry in 1889.

Fullerton, four-masted barkentine of 1554 tons, was by a considerable margin the largest sailing vessel built on the Pacific prior to the World War. She was launched at Alameda, Calif., in 1902 by Hay & Wright for the Union Oil Co., San Francisco, and carried crude oil in bulk to that port from Southern California. In 1925 she was sold to the Monstads of Redondo Beach for a fishing barge, and her register was abandoned in 1927.

G. W. Prescott, two-masted schooner of 112 tons, was built at Little River, Calif., in 1874 by Capt. Thomas H. Peterson for James Hansen, her master, and others of San Francisco. She disappears from the register about 1883.

G. W. Watson, three-masted schooner of 452 tons, was built at Fairhaven, Calif., in 1890 by H. D. Bendixsen, who is also given as her first owner. She was wrecked on Raiatea, Society Islands, April 12, 1912, her owner then being W. H. Wood, San Francisco.

Galilee, brigantine of 354 tons, was built by Capt. Matthew Tur-

ner at Benicia, Calif., in 1891, for his packet line to Tahiti. She had the reputation of being the smartest sailer in that trade. In 1905 the *Galilee* was chartered to the Carnegie Institution of Washington for use in making the oceanic observations of the earth's magnetism which later led to the building of the non-magnetic vessel *Carnegie*. In 1911 the *Galilee* was sold by Bowes & Andrews to the Union Fish Co., San Francisco, and converted to a three-masted bald-headed schooner. In March, 1924, she lost two masts shortly after leaving San Francisco for Pirate Cove, Shumagin Island, but was towed to port and refitted. Her last codfishing voyage was completed in 1927; in 1929 she was one of a small fleet of sailing vessels operated off Cape San Lucas in connection with the budding tuna industry, but she subsequently returned to San Francisco. About 1935 she was bought by the owner of the *Echo*, and beached at Sausalito as a floating home or clubhouse.

Gamble, four-masted schooner of 726 tons, carrying 950 M feet, was built at Port Blakely in 1901 by Hall Bros. for the Puget Sound Commercial Co., Port Townsend. In 1918 she was bought by the Fife Shipping Co., San Francisco, and was sold several years later to Florida owners; her register was abandoned in 1934.

Garcia, two-masted schooner of 116 tons, was built at San Francisco in 1882 by Turner, and owned there by S. B. Peterson. She was wrecked near Cape Meares lighthouse, December 12, 1893.

Gardiner City, four-masted schooner of 475 tons and 550 M capacity, was built at North Bend, Ore., in 1889 for A. M. Simpson, San Francisco. About 1895 she was rigged as a three-masted barkentine, and later came under the ownership of Swayne & Hoyt. Shortly before the first World War, she was dismasted in a southeaster while lying at a Southern California pier; but was refitted once more as a four-masted schooner by the Port Blakely Mill Co. and renamed by them the *Kitsap*. As the *Kitsap* she was sunk in collision in Kauai Channel with the steamer *Waiile* without loss of life, on March 21, 1919.

Gem, schooner, doubtless two-masted, was built at Parkersburg, Ore., in 1885. She was a shoal-draft vessel designed for the Oregon River ports, and was owned

in San Francisco in 1900.

General Banning, two-masted schooner of 177 tons, was built on the Navarro River, Calif., in 1883 by Capt. T. H. Peterson for Robert G. Byxbee and others of San Francisco. She was later sold to Mexican owners, and was listed as belonging in La Paz, Baja California, in 1920.

General McPherson, schooner, doubtless two-masted, of 109 tons, was built originally as a steamer for the Quartermaster Department of the U. S. Army. She was launched at San Francisco in 1867 and served the military establishments of that area for many years. In 1887 she was sold to owners in San Diego, who converted her to a schooner in 1895. She was owned in Seattle in 1900 and disappears from registry shortly thereafter.

General Miller, two-masted schooner of 108 tons, was built at San Francisco in 1874 by Middlemas. Under the ownership of Nicholas Bichard, San Francisco, she was wrecked in 1882 while engaging in the Bering Sea codfishery.

Geneva, brigantine, one of the last merchant vessels of her rig built in North America, registered 495 tons, and could carry 600 M feet of lumber. She was launched in 1892 by Capt. Matthew Turner at Benicia, Calif., for his Tahiti packet line, the *California* South Sea Navigation Co. In 1916 she was sold to R. C. Reid; in 1918 to the Fife Shipping Co., both of San Francisco; and late in 1919 to the Whitney-Bodden Shipping Co., Mobile. She was destroyed by fire "at sea" on June 11, 1926.

George C. Perkins, barkentine of 388 tons, was built at Coos Bay in 1880 in the Deane yard by Hans R. Reed. Her first master and managing owner was Capt. H. A. Ackerson, San Francisco. She is listed in 1907 as belonging to Charles Nelson, but drops out of registry shortly after.

EAST ASIATIC TO RESUME OPERATION

The East Asiatic Company, famous Danish shipping corporation, which pioneered diesel-power in the ocean routes, will establish a service between Pacific Coast ports and Manila about the middle of May, its first ship being the chartered Panamanian steamship *Portland*, 3,500 tons deadweight. Resumption of service by the Danish company was announced Monday in a telegram from President Christian Jensen, now in San Francisco, to M. Bildsoe, Puget Sound manager for the company. The line is a member of the Pacific Westbound Conference.

The Marine Digest is devoted exclusively to maritime interests.

Editorial

It has often been said that human effort never can approximate perfection, but in 1940 the Pacific Lumber Inspection Bureau, Inc., accomplished that very thing in its inspection and certification of shipments of our Pacific Northwest forest products. As detailed elsewhere in this issue, the bureau came within sixteen-thousandth of one per cent of a perfect score. When it is considered that the bureau in 1940 inspected 60,386 shipments totaling close to two and a half billion feet of forest products, this involving a vast volume of work and detail, it is evident that it has set a record for reliability that few organizations in any country can challenge. The bureau always has commanded the full confidence of the shipping and commercial worlds and it is a matter for pride to Seattle that it has its headquarters in this city and port. Its 1940 record is a stemwinder. In fact, it came closer than sixteen-thousandth of one per cent of a perfect score, for in the six small shipments that were questioned, only a portion of each was reported unsatisfactory. Reliability is an acid test and the bureau meets the test.

If the officers and crew of an American ship in an American harbor started to scuttle their vessel or began wrecking her equipment, they would be arrested under a law passed in 1917. Such dirty work was made illegal, since it could easily result in creating a peril to navigation. The same law applies to foreign ships in our navigable waters; hence the action of the United States in arresting the crews of German and Italian ships and also in taking the vessels into protective custody. Scuttling or firing a ship would create an immediate navigation and property peril. Disabling a ship by wrecking her equipment or machinery would reduce her to the status of a helpless hulk that could be moved only with the greatest difficulty in the event of some emergency such as a conflagration in the immediate vicinity. Neither Hitler nor Mussolini has a leg to stand on in protesting against the action of the Roosevelt administration in this matter. In fact, the two dictators at a later date will have a lot of explaining to do, for evidence is developing that they ordered the ships sabotaged regardless of the fact they were in American waters. This, in itself, comes close to an act of war.

The news that the four-masted schooner *Commodore* is to be taken out of retirement and restored to the lumber trade's ocean routes brought a thrill to all lovers (Continued on Page 4)

Pacific Coast-Built Sailors 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 13

George E. Billings, five-masted schooner of 1260 tons and 1500 M feet capacity, was built at Port Blakely in 1903 by Hall Bros. for their own account. Most of her passages are better than average, the last one being a trip from Callao to San Francisco in ballast in 35 days, in January and February, 1924. After this she was laid up at San Francisco until October, 1926, when she was towed to San Pedro to become a fishing barge. She was serving in this capacity in 1940, but was reported burned for scrap in February, 1941. **George E. Billings**, the man (1850-1929), was a native of Cazenovia, New York, who came to San Francisco in 1868, and engaged first in the stationary and publishing business. In 1877 he married Maria Hall, a niece of the shipbuilding Halls, and then became associated with them in their San Francisco office, which was managed by Winslow Hall. After the death of the latter in 1897, Billings became manager of the firm's vessels; and when Henry K. Hall retired in 1903, the vessel interests were put under the management of **George E. Billings & Co.**, which firm is still in existence.

Geo. P. Haub, schooner of 122 tons, was built at San Francisco in 1876 by **George Buchart**, and was probably two-masted. She drops out of registry in 1878.

Georgina, four-masted barkentine of 998 tons and 1175 M capacity, was built at Fairhaven, Calif., in 1901 by the **Bendixsen Shipbuilding Co.** In 1903 she ran from Callao to Port Townsend in 30 days, 12 hours. Her first recorded owner was **Jacob Jensen**, San Francisco, but about 1912 she was acquired by **Eschen & Minor**, who were owners during the rest of her sailing days. The **Georgina** was laid up in 1923 after some trips between Grays Harbor and San Pedro; in 1928 she was sold to Redondo Beach owners to become a fishing barge there, and in 1935 was driven ashore in a southeaster.

Gleaner, barkentine of 413 tons, was built at Hoquiam, Wash., in 1892 by **T. McDonald** in the Simpson yard for their account. She drops out of registry about 1912, her last owner being **R. C. Shaw**, San Francisco.

Glen, two-masted schooner of 127 tons, was built at Marshfield, Ore., in 1883 by **Hans R. Reed** for **E. P. Nissen**, San Francisco. In 1905 she was bought by the Pacific

States Trading Co. for codfishing, and after two seasons was wrecked in Ikitak Bay, Unimak I., with the loss of one of the 8 crew.

Glendale, three-masted schooner of 296 tons and 420 M capacity, was built at Fairhaven, Calif., in 1888 by **Bendixsen** for **Higgins & Collins**, San Francisco. From 1914 to 1926 she fished for the Alaska Codfish Co.; in 1927 they sold her to a tuna packing company in Los Angeles to become a tender to the fishing fleet working off Cape San Lucas; and a few years later she became a fishing barge under the name of **Point Loma**, being stationed first off San Diego and more recently at San Pedro.

Golden Fleece, two-masted schooner of 127 tons, was built on Humboldt Bay in 1875. She was owned first by **J. H. Jacobsen**, her master; and after 1885 by **Wright, Bowne & Co.**, disappearing from registry in 1895.

Golden Shore, four-masted schooner of 699 tons and 950 M capacity, was built by **Hall Bros.** at Port Blakely in 1889. **Winslow Hall** was registered as managing owner of her first two years; then **J. J. Smith**, San Francisco, appears; then the **Slade Lumber Co.** In 1915 the vessel was bought by the **Rolph Navigation & Coal Co.**, who were owners for the remainder of her career. She arrived at San Francisco from Levuka, Fiji, in December, 1920, with 780 tons of copra, and was then laid up. While lying off Butchertown in October, 1922, the **Golden Shore** took fire, but this was speedily extinguished by the fireboat **David Scannell**, which filled her with water and beached her. The schooner was later put on the mud at Government Island, Oakland Estuary, where the ark-dwellers chopped her up for fire-wood in 1932.

Good Templar, two-masted schooner of 126 tons, was built at Steilacoom, Wash., in 1866 by one **Williams** or **Williamson**, and cost \$11,800. She was wrecked at Manzanillo, Mexico, on October 28, 1881, her owner then being **C. F. Kroger**, San Francisco.

Gofoma, two-masted schooner of 198 tons, was built at North Bend, Ore., in the Simpson yard in 1872 at a cost of \$16,000. She was owned in turn by the **Simpsons**, **James Madison**, and **Samuel Perkins**, all of San Francisco, and was finally lost at Willapa Harbor, Wash., on December 25, 1908.

Grace Roberts, barkentine of

268 tons, was built at Port Orchard, Wash., in 1868 by **Roberts**, and cost \$30,000. Owned for many years by **S. B. Peterson**, San Francisco, she was wrecked in fog at North Beach at the mouth of the Columbia, on December 8, 1887.

Gray Hound, two-masted schooner of 148 tons, was built at San Francisco in 1869 by **J. E. Thayer** for **Andrew Crawford** of that port, Thayer retaining a one-quarter interest. She is last listed in 1886.

Guide, three-masted schooner of 144 tons, was built at San Francisco in 1887 by **J. H. Farnum** for **George W. Chandler** and others of that port, and was still afloat in 1900.

H. C. Wright, three-masted schooner of 290 tons, was built at Fairhaven, Calif., probably by **Bendixsen**, in 1889, for **Wright, Bowne & Co.**, San Francisco. She was wrecked at Port Filibustero, Costa Rica, on October 17, 1910, being then owned by **Charles Nelson**.

H. D. Bendixsen, four-masted schooner of 641 tons and 750 M capacity, was built at Fairhaven, Calif., in 1898 by the man she was named after. She was owned by **Eschen & Minor**, San Francisco, who sold her in 1923 after a two-year lay-up to **H. Liebes & Co.**, San Francisco. Under her new owners she was refitted for the Arctic fur-trade, being given a gas engine, her tonnage increased to 669, and her name changed to the Arctic. The gas schooner Arctic was wrecked at Point Barrow, Alaska, on August 10, 1924.

H. K. Hall, five-masted schooner of 1237 tons, carrying a million and a half feet, was built by **Hall Bros.** in 1902 at Port Blakely for their own account. In October 1923 she hit a rock at Maldon I., arriving from New Zealand. She was repaired at Raratonga and sent to Sydney. Here she got into debt, and was eventually sold for \$2000 to a shipmaster who sailed her to Peru and resold her there for \$15,000. Under the Peruvian flag she was renamed the **Dante**, and may still be afloat.

H. L. Tiernan, two-masted schooner of 153 tons, was built at San Francisco in 1867 by **Tiernan** and cost \$15,000. She got ashore on the Shumagin Islands in 1882 while codfishing for **Lynde & Hough**, San Francisco; but was subsequently repaired and was owned for many years in the Tahiti trade by **Andrew Crawford**.

Halcyon, three-masted schooner of 293 tons and 375 M capacity, was built at Eureka, Calif., in 1881 for **Dolbeer & Carson**. Later owned by the **Charles Nelson Co.**, she was listed as lost "at sea" on November 27, 1918.

The Marine Digest is devoted exclusively to maritime interests.

Editorial

THE Associated Traffic Clubs of America, with headquarters in Chicago, has gone on record as opposed to any attempt to have the country's transportation system placed under Government operation, and the organization's stand in this matter has been strongly endorsed by various traffic groups in California. We had a large dose of Government operation in connection with the railroads during our participation in the first World War, a period of less than 20 months. The deterioration in rolling stock and other physical property was appalling, upkeep and repairs being neglected. In fact, after the Government had returned the roads to their owners, it was stated it would cost hundreds of millions of dollars to put the properties back in their pre-war condition. One estimate ran as high as \$600,000,000. The whole affair was disastrous. The companies could have handled the situation with efficiency without a staggering aftermath of economic loss. What is true of the railroads is also true of other forms of transportation. After the first World War we had a form of Government operation in the overseas routes, the old Shipping Board being in control and functioning through a system of managing agents. The results were such that public opinion revolted and the Shipping Board went out of the picture.

WELL, the British and the Greeks certainly have proved they can take it. In men and in weapons and other equipment they have been outnumbered 5 to 1 most of the time, and often as high as 10 to 1, but they put up a fight of Homeric heroism and grit. They died by the hundreds but, in the cause of freedom "where can men die better than in facing fearful odds." Of all the small nations over-run by the Hitler hordes of men, tanks, war planes and heavy artillery, Greece is outstanding. She is inspiration to all free men. It is stated that from the viewpoint of military science, the British made a mistake in sending their troops into Greece to fight the German invaders. But it was the honorable and moral thing to do and Britain did it. That is all to her credit and ages hence the historian will point to it as a moral triumph over self-interest.

The Isthmian freighter **Selma City** sailed from Everett for the East Coast Thursday. She took lumber and general.

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Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 14

Hannah Madison, two-masted schooner of 134 tons, was built at Little River, on the Mendocino coast of California, in 1876, by T. H. Peterson. She was owned by B. H. Madison, San Francisco, and drops out of the 1886 registry.

Harriet, schooner, probably two-masted, of 118 tons, was built at Ballard, Wash., in 1900.

Harriet Rowe, schooner, probably two-masted, of 114 tons, was built at San Francisco in 1866 by Taylor & Rowe, and drops out of registry before 1877.

Hayes, two-masted schooner of 194 tons, was built at Umpqua, Ore., in 1876, by John Kruse for George A. Emerson and others of San Francisco. She was owned after 1888 by B. H. Madison, and drops out of registry in 1895.

Helene, two-masted schooner of 121 tons, built at Point Arena, Calif., in 1863 by J. A. Hamilton at a cost of \$17,000, and was wrecked near there without loss of life in 1865.

Heien N. Kimball, two-masted schooner of 192 tons, was built by T. H. Peterson at Cuffey's Cove on the Mendocino coast for J. S. Kimball, San Francisco. Later owners were Higgins & Collins, followed by Charles Nelson, and the schooner was afloat in 1900.

Helene, four-masted schooner of 927 tons and 1200 M capacity, was built at Port Blakely in 1900 by Hall Bros. for Allen & Robinson, Honolulu. She was ashore at Hawaii in March, 1918, being refloated at a cost of \$3000, while repairs took another \$4000. After years in the Puget Sound-Hawaii lumber trade, she was sold in 1925 to the Matson Navigation Co., which had her converted into a barge, the job being handled by the Simon Engineering Co. in Seattle. It was completed at the end of April, 1925. Matson then loaded the Helene with 940,000 feet of lumber at Port Gamble, Bellingham and Port Angeles, and she left the Sound May 30, 1925, in tow of the Interisland tug Maoi, for Honolulu. That was the Helene's last voyage from the Sound in the lumber trade. In the Islands, Matson used the Helene for some time in barging pineapples from the plantations to the canneries in Honolulu, but later equipped her as an oil barge. As such the Helene came back to the Coast. In 1926 while bound from San Francisco for Grays Harbor in tow of a tug, the Helene struck a submerged object off Crescent City, and was towed back to San

Francisco and condemned. She was laid up near Sausalito and went to pieces there.

Henry Wilson, four-masted schooner of 472 tons and 474 M capacity, was built by J. Lindstrom, Aberdeen, Wash., in 1899. In 1910 she was bought by the North Alaska Salmon Co. for a salmon packer, and later passed to Libby, McNeill & Libby, Seattle. Her last voyage was in 1922; she was then laid up, and was burned at Seattle in March, 1937, for scrap.

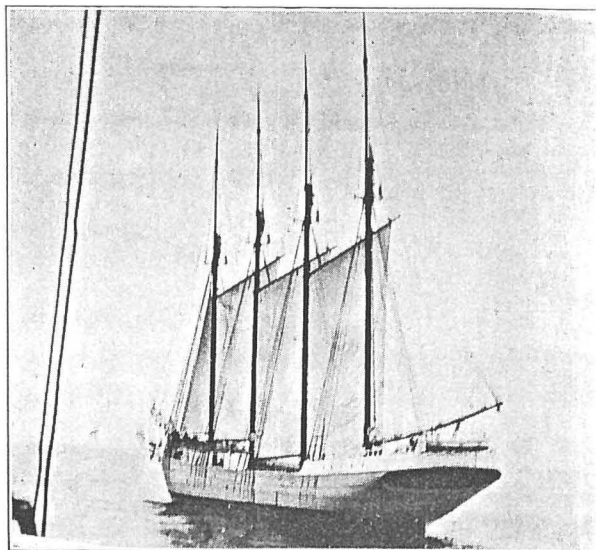
Herman, two-masted schooner of 105 tons, was built by Turner at Benicia, Calif., in 1890, for H. Liebes & Co., San Francisco, for the Arctic fur trade. From this she went into the more profitable pelagic fur-sealing until it was prohibited to vessels under U. S. registry. The Herman was sold to Tahitian owners about 1905, and was renamed the Robertta, and was still afloat under this name in 1930 in Papeete.

Hesper, bark of 695 tons and 800 M capacity, was built at Port Blakely by Hall Bros. in 1882, and was owned by Capt. Cyrus Ryder and the builders. The Hesper was designed for the "triangle trade": lumber to Australia, coal to Hawaii, and sugar to the mainland. She made the passage from Honolulu to Cape Flattery in 9½ days in 1886. Capt. Ryder sold his interest in the vessel after 7 voyages, and Capt. Sodergren was in command on the voyage from Newcastle to Honolulu in 1893, when the Irish second mate was murdered with the galley hatchet by one of the seamen. A famous trial at San Francisco followed, at which three of the crew were convicted, although only one was eventually hanged. The Hesper had a bad name after that; she was later transferred to British registry and subsequently lay flagless in Puget Sound for three years, then being sold in 1912 for a voyage to Chile, after which her new owner was to search for the Cocos Island treasure. The bark arrived at Antofagasta in distress and sank there, and was later beached and broken up.

Hesperian, brig of 241 tons, was built at Eureka, Calif., in 1865 by E. & H. Cousins and cost \$22,500. Her last owner and master was G. J. F. Winding, San Francisco, and the brig drops out of registry in 1883.

Hilo, barkentine of 644 tons, was built at Fairhaven, Calif., probably by Bendixsen, in 1902, for A.

HELENE IN THE YEARS OF HER GLORY



This picture shows the schooner Helene bound out from Grays Harbor five or six years before she was converted into a barge in 1925. Details are given in the accompanying installment of the Lyman of Pacific Coast-built sailers. A picture of the Helene as a barge is shown in the front cover porthole.

H. Paul, San Francisco, and drops out of the 1894 register.

Honoipu, four-masted schooner of 564 tons and 750 M capacity, was the first of a fleet of lumber-carriers with Kanaka names managed by Hind & Rolph, San Francisco. The Honoipu was built at Alameda in 1898 by Hay & Wright. She was sold to N. H. Hickman in 1923, and he managed to find charterers for her for the next two years. On October 29, 1925, the schooner, bound from Fanning I. to San Francisco with a part cargo of copra, was wrecked on Washington I., and became a total loss, the crew eventually being taken to Hawaii in the auxiliary schooner Doris Crane.

Howard, two-masted schooner of 125 tons, was built at San Francisco in 1881 by Dickie Bros. for R. G. Byxbee, Adam Dodd (master), and H. B. Tichenor of that port. She drops out of registry in 1894.

Hueneme, three-masted schooner of 364 tons, was built at Port Ludlow in 1877 by Hall Bros. for their own account, and drops out of registry about 1898.

Hugh Hogan, three-masted schooner of 392 tons and 600 M capacity, was one of several shoal-draft schooners built for the Humboldt Lumber Co. and later sold to the Tidewater Mill Co., Portland, Ore. She was launched at Marshfield, Ore., in 1904 by Kruse & Banks. The Hogan was sold to Louis Knafflich, Seattle, in 1916, and fitted with a Bolinder engine. A couple of years later she passed to San Francisco owners with

Mexican connections, but was detained in port on suspicion of being really intended to become a German raider. About this time she was renamed Ozmo, and at the war was sold to the North Commercial Co., San Francisco, finally being wrecked on Oxford Reef, coast of Oregon, on May 19, 1922.

Humboldt, two-masted schooner of 138 tons, was built by Bendixsen at Eureka, Calif., in 1861 for J. J. Smith, J. S. Kimball, and her master, Oscar Kustel. Later owned by B. H. Madison, she drops from the 1886 register.

NEW CHART

Alaska—No. 9302. Bering Sea, eastern part. April, 1941. Scale 1:1,600,000. Size, 30 by 38 inches. Price, 75 cents. Amendments have been made to the shore line soundings in the southeastern portion of this chart in the vicinity of the Alaska Peninsula and Alaska Island from recent survey by the U. S. Coast and Geodetic Survey. The shoreline of Bristol Bay and Pribilof Islands has been readjusted.

Other minor amendments have been made.

A. M. SOBIERALSKI, Inspector, U. S. C. and G. Survey, Seattle, Wash.,
April 28, 1941.

The steamship James Griffith will arrive at the Ames Terminal today with Los Angeles freight.

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Pacific Coast-Built Sailers

1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

Installment No. 15

Sch. J.G. WALL built 1875, Eureka, sold Mexico prior 1907

Ida McKay, three-masted schooner of 187 tons, carrying 270 M feet, was built at Fairhaven, Calif., in 1880 by Bendixsen for Allen McKay, San Francisco. After many years in the redwood lumber trade, she was bought in 1907 by the Pacific States Trading Co. to replace the Glen. After only two years in the codfish transporting fleet she was put back in the lumber trade, and was wrecked "at sea" on February 15, 1912.

Ida Schnauer, two-masted schooner of 215 tons, was built at Port Ludlow by the Halls in 1875 for Capt. Schnauer and Heywood & Harmon, San Francisco. She was later owned by J. D. Spreckels, and then by A. P. Lorentzen, and was finally wrecked on the Tillamook Bar, Oregon, on June 17, 1908. *See also page 2, May 17, 1941*

Inca, five-masted schooner of 1,014 tons and 1600 M feet capacity, the second of her rig built on the Pacific, was launched at Port Blakely by Hall Bros. in 1896 for their own account. On October 10, 1920, she left Eureka for Sydney with a cargo of redwood lumber, and on December 7 was abandoned dismasted in 34°S, 154°E. Two of the crew volunteered to remain on board until a tow could be sent out for them. The master, his wife, and the other 10 of the crew were picked up by the steamship Cosmos, which found the Inca on December 16 and took her in tow, arriving at Sydney on the 18th. Here she was discharged and sold for a hulk.

Irene, four-masted schooner of 772 tons and 900 M capacity, was built by H. D. Bendixsen at Fairhaven, Calif., in 1900 for Joseph Knowland, San Francisco. She was identical in dimensions with Alvena, and like her was transferred to the Gardiner Mill Co. in 1916. They managed to keep her in trade out of Grays Harbor to San Pedro and Hawaii until 1925, when she was chartered to take a cargo to Miami. She left Grays Harbor on December 14, with 100 days' food aboard, and was unreported until she put in to San Pedro on April 22, 1926, on the 129th day out. Capt. Rosendal, who had taken Mrs. Rosendal along, reported a series of calms and headwinds that brought them once in sight of Hawaii and another time to within 900 miles of the Panama Canal. They had been on short rations for two months, and two of the crew had to be taken to the Marine Hospital. Captain Rosendal had made the passage from Grays Harbor to San Pedro in the Irene in 5½ days,

three years before. The Florida bubble having burst by this time, the schooner was discharged at San Pedro and sold to a moving picture company. She was burned off Long Beach on November 1, 1929.

Irmgard, barkentine of 670 tons and 800 M capacity, was built by the Hall Bros. at Port Blakely in 1889 for A. H. Paul, San Francisco, for the Hawaii sugar trade. The Matson Line bought her in 1910 and resold her to Atkins & Kroll. In 1916 she was bought by Balfour, Guthrie & Co. for \$30,000, and was operated by their Fife Shipping Co. In August, 1917, she put in to Keeling I. with storm damage, having encountered a typhoon on the passage from Manila to San Francisco and jettisoned the deck cargo. In March, 1920, she was in trouble again, this time bound from Eureka to Sydney, and put in to Apia, leaking badly, with the deckload gone. On June 3, 1920, six days after leaving Apia, she was wrecked on Quelelevu Reef, Fiji Is., the crew of 10 getting safely to Levuka. The Irmgard had several fast passages to her credit in the Island trade, the best being 8 days 20 hours from San Francisco to Honolulu in April, 1903.

Isabel, two-masted schooner of 184 tons, was built at North Bend, Ore., in 1864 by J. H. Howlitt. From 1882 to 1888 she was operated in the cod fishery by Hanson & Anderson, San Francisco. In the spring of 1888, on her way to the fishing banks, she sprung a leak and had to be abandoned in the dories. About half the crew were rescued eventually, but 14 perished.

Ivanhoe, two-masted schooner of 119 tons, was built at Marshfield, Ore., in 1869. J. J. Walworth, San Francisco, was master-builder and original owner; the schooner was later owned in turn by H. C. Wright, B. H. Madison, and A. P. Lorentzen, dropping from registry in 1893.

Ivy, two-masted schooner of 142 tons, was built at San Francisco in 1882 by Dickie Bros. for J. C. Hawley of that port. Later she was owned by J. J. McKinnon, and by Seattle owners, and was wrecked at Point Barrow on Sept. 1, 1908.

J. Eppinger, two-masted schooner of 112 tons, was built at San Francisco in 1887 by C. G. White for Thompson Collie, John Erickson and others of that port. She was still afloat in 1900.

J. B. Ford, two-masted schooner of 196 tons new measurement, was built at San Francisco in 1860. Her

owners in 1860 were Andrew Crawford and J. J. Marks. She is listed as a brig in 1877, indicating her rig was probably a topsail schooner on the borderline between the two definitions; and falls out of registry shortly after.

J. B. Leeds, two-masted schooner of 229 tons, was built by Hiram Doncaster at Umpqua, Ore., in 1876. Capt. N. C. Larsen, San Francisco, is listed as owner and master in 1882; the schooner was subsequently owned by James Tuft, and by Joseph Knowland, and was afloat in 1900.

J. C. Ford, three-masted schooner of 242 tons, was built at San Francisco in 1882 by M. Turner. On February 17, 1893, while bound inward with a cargo of lime and machinery, she touched on South Spit, Grays Harbor. She floated leaking and worked offshore again; the crew spent two days pumping and were taken off the third morning by the sealing schooner Brenda, the cargo having taken fire. J. C. Ford was reported owned at that time by S. E. Slade and her master, Capt. Charles Brown, and was valued at \$15,000.

J. H. Lunsman, four-masted schooner of 1090 tons and 1300 M capacity, one of the largest four-masted schooners built on the Pacific coast, was launched at Everett, Wash., in 1902, probably at the White shipyard. She was managed by Sanders & Kirchman, San Francisco, and on July 12, 1913, was sunk in collision with the steamer Francis H. Leggett near Black Point, San Francisco Bay, the crew of 12 being rescued.

J. J. Fransen, two-masted schooner of 120 tons, was built at San Francisco in 1867 by the man for whom she was named and cost \$16,000. The dimensions of this schooner have been preserved and are worth giving at length as an example of an early West Coast lumber schooner. She was 90 feet on the keel, with registered dimensions 105 x 28 x 8½ feet, and a 24 x 9 foot centerboard. The masts were 33 feet apart, the foremast 82½ feet long, and the mainmast 84 feet. There was a 36-foot topmast on the main only. The bowsprit was 23 feet outboard, and the jibboom 20 feet outside that. Her lumber capacity was 155 M feet. The schooner drops from registry about 1880.

MAY SAIL AGAIN

Sale of the four-masted steel bark Star of Finland, one of the oldtime sailing vessels formerly operated by the Alaska Packers Association, San Francisco, was announced in the Golden Gate Port last week-end. She was sold by Don H. Bates, to the Hammond Lumber Company and it is reported the vessel may break her canvas again in the lumber trades, due to the ship shortage caused by the war. The Star of Finland was built in Bath, Maine, in 1899.

Editorial

It is good policy, of course, to prepare for the worst, but pending final developments, nothing is to be gained by indulging in dismal forebodings. The heavy increase in the export trade of the United States is now a subject of concern to many who fear that when Hitler is crushed and the war comes to an end, there will be such a slump in the world's purchasing power that America will suffer for a decade or more, with a much lower standard of living.

It is well to prepare against any such general impoverishment, but it is also well to remember that our export trade in 1940, great as it was, did not reach the level of the first World War period. In 1940 it amounted to \$4,021,563,951. In the first World War period, 1914-1918, it averaged \$4,704,707,-228 per annum. Accordingly we are still more than a half billion dollars a year under the first World War average. (Statistics on the 1940 movement are given elsewhere in this issue.)

The balance of trade in favor of the United States in 1940 was \$1,-396,118,893, an unhealthy condition since nations must buy as well as sell. But in the first World War period, the balance of trade in our favor averaged over \$2,300,000,-000, an even more unhealthy condition. And in that war boom period, we all wondered what would happen to us when peace returned to the world. Everybody was uneasy. And what happened?

It is true we had a slump after the first World War but it didn't wreck us. It was as nothing compared to the slump of the peaceful 1930's. In a year or so we began coming out of the 1919 slump in a way that startled us. Consider these United States government statistics. In the 1919-1923 period, our exports averaged \$5,726,548,-840 per annum, a record that shades our 1940 record by a cool \$1,700,000,000. And the balance of trade each year for that after-war period exceeded two billion dollars, or over \$600,000,000 higher than the 1940 balance. The balance, of course, was out of line and in 1924 our exports declined to some \$4,-600,000,000. They, however, began climbing again in 1925 and kept on climbing until they reached \$5,128,356,434 in 1928 and \$5,-240,995,202 in 1929, in each year over a billion dollars higher than in 1940. And there was no gigantic war in those years. The evil after-effects of the first great war did not hit the world until 10 years after the signing of the Armistice. In the meantime we had a decade of

(Continued on Page 8)

Pacific Coast-Built Sailors

1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 16

J. M. Colman, three masted schooner of 463 tons, was built at Port Blakely by the Hall Brothers in 1888 for J. J. McKinnon, San Francisco, and was afloat in 1900.

J. M. Griffith, barkentine of 606 tons and 750 M capacity, was built at Seabeck, Wash., in 1882, and was first managed by Richard Holyoke, Port Townsend. In the years before the first World War she was owned by the Griffith-Retrieve Co., San Francisco, in a sort of two-ship parlay with the barkentine Retriever, both vessels being managed by W. G. Tibbits. In 1916 she was sold for \$15,000 to A. F. Thane, who resold her just 15 months later for just twice that sum to L. A. Scott, Mobile. She was under Portuguese registry in 1920, and disappears from the registers soon thereafter.

J. M. Weatherwax, three-masted schooner of 384 tons and 550 M capacity, was built at Aberdeen, Wash., in 1890 and named for her builder. Her first owner was A. Anderson, San Francisco, followed by M. J. Madison, and S. B. Peterson. In 1916 she was bought by Capt. E. R. Sterling of Blaine, Wash., and renamed Ethel M. Sterling, and a year or so later was sold to Peruvians who renamed her Ballestas and used her in the guano trade. She dropped from the registers about 1930.

J. W. Clise, four-masted schooner of 845 tons and 950 M capacity, was built at Ballard, Wash., in 1904 for the Globe Navigation Co. by T. C. Reed, costing \$60,000. The five schooners owned by this company were disposed of in 1914 for a total of \$90,000 to the Port Blakely Mill Co. who got \$50,000 for the Clise alone from Norwegian owners in 1916. She was owned by a firm in Porsgrund until 1923, then being sold at Honolulu to L. A. Scott, Mobile, who resold her within a year to the Putnam Lumber Co., Jacksonville, Fla. On a passage from Portland, Maine, to Jacksonville in August, 1939, she got ashore off Cape Lookout, N. C., but was refloated. She was finally abandoned in a hurricane 600 miles south of New Orleans, bound from Tampa to Puerto Rico, the crew being taken off safely on August 6, 1940. The Clise had to her credit a 37-day passage from Callao to the Northwest.

James Johnson, four-masted barkentine of 1149 tons and 1300 M capacity, was built at Seattle in 1901 by the Moran Bros. Co. for Charles Nelson Co., San Francisco,

who were owners throughout the career of the vessel. In January, 1923, she put in to San Francisco leaking badly, 30 days out of Hilo for Port Angeles, and apparently was broken up at San Francisco shortly thereafter.

James Rolph, four-masted schooner of 586 tons, was built at Fairhaven, Calif., doubtless by Bendixsen, in 1899 for Hind, Rolph & Co., San Francisco. She was wrecked on Point Pedro on August 3, 1910.

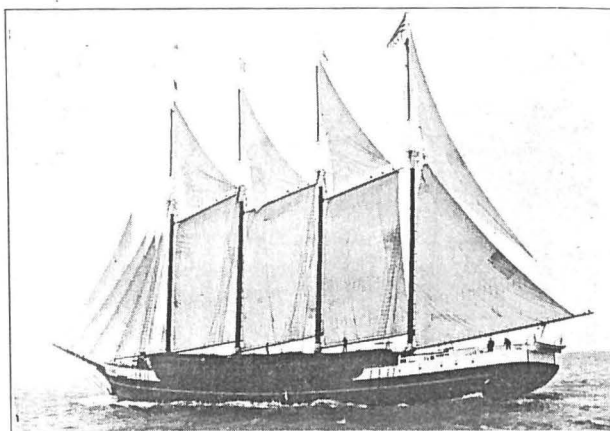
James Sennett, schooner, doubtless four-masted, was built at Marshfield, Ore., in 1901. She measured 766 tons, but although her fate is unknown to me, her career was a short one.

James Townsend, three-masted schooner of 168 tons, was built at Noyo, Calif., in 1867 or 1868 by Capt. Peterson, and cost \$17,000. She was owned in 1882 by McPherson & Wetherbee, San Francisco, dropping from registry a year later.

James Tuft, four-masted skysail-yard barkentine of 1274 tons and 1400 M feet capacity, was built by the Hall Bros. at Port Blakely in 1901 for their own management, costing \$74,000. She was a smart sailer, making two passages from the Fiji Islands to San Francisco in 49 and 51 days in 1920-1, and one from Callao to San Francisco in 37 days in 1923. Early in 1923 she left Kildonan, B. C., for Callao with lumber, and on January 5 was reported waterlogged, anchored in a dangerous position near Destruction Island, Wash., with the donkey engine submerged and thereby unable to raise the anchor. The cutter Haida went out and after parting a tow-line took off 10 of the crew, the master and 2 men remaining aboard. The Tuft was finally towed to Seattle by the tug Sea Monarch, arriving on January 7. After repairing at Winslow she proceeded to Callao, making the fast return passage mentioned, and was then laid up at San Francisco. In 1928 the barkentine was sold for \$4500 by the G. E. Billings Co. to become a fishing barge at Venice, Calif. In 1933 she became a gambling barge under the name Casino, and was burned off Long Beach on August 22, 1935.

James A. Garfield, three-masted schooner of 316 tons, was built at North Bend, Ore., in 1881 by John Kruse in the shipyard of A. M. Simpson, San Francisco. She was sold by the Simpsons about 1910 to Peruvian owners who re-

LOCAL CONTRIBUTION TO COAST SAILERS



SCHOONER J. W. CLISE

named her the G. Garibaldi, and dropped from registry about 1916.

James H. Bruce, four-masted schooner of 533 tons and 700 M capacity, was built at Fairhaven, Calif., by H. D. Bendixsen for Eschen & Minor, San Francisco, in 1898. On a passage from Eureka to Newcastle, Australia, she was wrecked on March 27, 1918, on Beveredge Reef, Nicholson's I., the crew of 8 being rescued.

Jane L. Stanford, four-masted barkentine of 970 tons and 1200 M feet, the largest sailing vessel built up to that time in California, was launched in 1892 by H. D. Bendixsen at Fairhaven, for J. J. Smith, San Francisco. Before the War she was owned by S. E. Slade, who sold her in 1917 to the Pacific Freighters Co. (Comyn & Mackall), and they in turn resold her to Robert Dollar in 1919. Her last passage under sail was from Chin-Wang-Tao to Cape Flattery in 40 days in 1920, under Capt. P. A. McDonald; she also ran from Sydney to San Francisco in 49 days in 1893. In 1926 she was sold to become a fishing barge, first off Los Angeles and then Santa Barbara. She was run down by the steamer Humboldt in August, 1929; the wreck drifted to Santa Cruz Islands, where it was blown up by the Coast Guard.

Jeanette, brigantine of 298 tons, was built at Benicia, Calif., in 1893 by M. Turner for Roth, Blum & Co., San Francisco, as an Arctic whaler, originally having a steam engine. This was removed after 1909, and she made voyages in 1910 and 1914 whaling under sail alone. During the first World War she went into the copra trade, in 1920 was sold to E. F. H. Allen, Suva, and dropped from registry a couple of years later.

Jennie Stella, three-masted schooner of 292 tons, was built by H. R. Reed for E. B. Deane & Co., San Francisco, in their yard at Marshfield, Ore., in 1876. She un-

derwent several changes of ownership after 1882, and was afloat in 1900.

Jennie Thelin, two-masted schooner of 145 tons, was built at Davenport Landing (near Santa Cruz), Calif., in 1869, the only vessel of this series built south of San Francisco. She was owned by Donald Beadle, San Francisco, and her builder, Capt. Olaf Reed. In March, 1874, she struck on Coos Bay bar, but was sold and repaired. Later she was owned by H. C. Groeper, San Francisco, and drops from registry about 1912, last owners being a fishery firm of San Diego.

Additional information on the 215-ton schooner Ida Schnauer's career was obtained this week by The Marine Digest from Capt. L. B. Lovejoy, veteran Puget Sound pilot. As stated in last week's installment of the Lyman List, the vessel was launched by the Hall plant at Port Ludlow in 1875 as a two-masted schooner. As such she began her career at sea. Later, however, she was converted into a three-masted vessel. The date of conversion is not of record. Capt. Lovejoy became well acquainted with the vessel in 1900 or 1901 and he reports that she was then three-masted. At that time Capt. Lovejoy was a master in the fleet of the old Puget Sound Tug Boat Company. The Ida Schnauer, he recalls, was then engaged in the lumber trade from Puget Sound to San Francisco, loading at Port Gamble or Port Ludlow. As stated last week, she was wrecked at sea on February 15, 1912. Her sea career, accordingly, covered 33 years.

Returning from Alaska, the steamship Mary D. berthed in Seattle Thursday. She brought general.

Coming from Gulf ports with general cargo, the Isthmian steamship Steelfarer is due next Tuesday.

Pacific Coast-Built Sailors 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 18

John F. Miller, two-masted schooner of 179 tons, was built at San Francisco in 1882 by Ludwig Mortensen for B. H. Hanson, her master and managing owner, and others of that port. After many years Hanson sold her to the Pacific States Trading Co., which operated her in the cod fishery. On January 8, 1908, she was blown ashore in Unimak Pass while trying to salvage the wrecked schooner Glen of the same company. A rescue party sent out from Eagle Harbor found 10 of the crew frozen to death, and only one man, a fisherman known as "Contrary Gus," still alive. He was frozen to two dead men, from whom he had to be separated with axes. "Contrary Gus" was carefully thawed out and later went to work for the Pacific Trading Co. in Northwest Harbor.

John G. North, three-masted schooner of 336 tons and 465 M capacity, was built at Marshfield, Ore., in 1881 by H. R. Reed in the Deane yard. Her ownership included in turn Charles I. Moore, Charles Nelson, Williams, Dimond & Co., and Hind, Rolph & Co., all of San Francisco. She made a passage from Mahukona to San Francisco in 11 days in 1893. About 1912 she went to the boneyard, but was recommissioned in 1916 and fitted as a floating tuna cannery to operate off Cape San Lucas. She was burned there on May 14, 1919, the canning crew being rescued without mishap.

Joseph Perkins, listed both as a three-masted schooner and a barkentine, 296 tons, was built at Vallejo, Calif., in 1875 by J. Perkins for A. Powell and others of Vallejo and San Francisco. On May 14, 1880, while beating out of Kahului harbor, bound for Port Gamble, she missed stays and went ashore on Waihee Reef, becoming a total loss. She was then owned by the Puget Sound Commercial Co.

Joseph Russ, three-masted schooner of 247 tons and 375 M capacity, was built at Eureka in 1881 at a cost of \$22,000 by E. Cousins for San Francisco owners. In 1905 she was bought by the Robinson Fisheries Co., Seattle, and was wrecked on Chirikof I., May 10, 1912.

Jos. L. Eviston, barkentine of 755 tons, probably the largest three-masted barkentine produced on the Pacific Coast, was built by H. Heuckendorff at Marshfield, Ore., in 1900 for Charles Nelson, San Francisco, and others. About 1910 she got ashore on a reef in

the Indian Ocean, but was floated after some 70 days and sailed to Manila. Capt. Robley had his wife along on the trip, and it is said that a son was born to Mrs. Robley while on the island. After lying as a hulk at Manila for several years, the vessel was rigged out about 1919 as a four-masted schooner, renamed Fookien, and traded for a few years for a Manila lumber company. She drops from registry for good about 1925.

Juventa, schooner, probably two-masted, of 191 tons, was built at North Bend, Ore., in 1865 by J. H. Howlett, costing \$18,000. She drops from registry before 1880.

Kailua, four-masted schooner of 736 tons, was built at Hoquiam, Wash., in 1901 for Hind, Rolph & Co. She was a sister to the Mahukona, and so was doubtless from the yard of Hitchings & Joyce; but she had a very brief career.

Katie Flickenger, barkentine of 472 tons, was built in the Lake yard at Belltown, Seattle, by Bryant & Bigelow, costing \$30,000, and was launched July 21, 1876. She was built for H. F. & S. Allen, San Francisco, and Capt. S. J. Gilman, her master. The barkentine was later owned by S. B. Peterson, San Francisco, dropping from registry after 1900. She made a passage from Kobe to Port Townsend in 25 days in 1897, loaded.

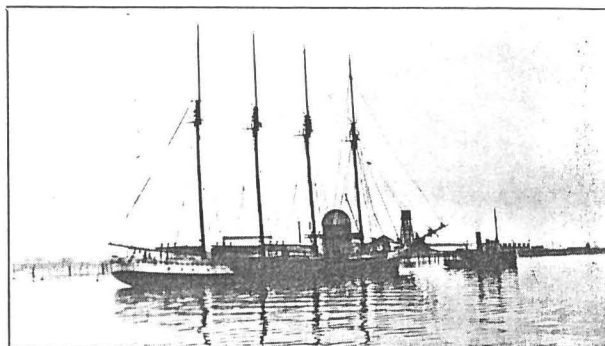
Kauikeaouli, two-masted schooner of 140 tons, was built for Hawaiian owners for interisland trading by Hall Bros. at Port Ludlow in 1879. She was abandoned by her crew of seven off Hawaii on September 27, 1906.

King Cyrus, four-masted schooner of 717 tons and 950 M capacity, was built in 1890 by Hall Bros. at Port Blakely for James Tuft, San Francisco. About 1910 she was acquired by Joseph Knowland, later passing to the Gardiner Mill Co. On July 17, 1922, she was wrecked on Chehalis Point, Grays Harbor, bound in from Honolulu.

Kitsap, barkentine of 693 tons, was built at Port Ludlow in 1881 by Jeniston from designs by Middlemas for the Puget Sound Commercial Co. She was wrecked on Palmerston I., bound from Port Gamble to Melbourne, on May 23, 1886, the crew of 13 being rescued.

Kitsap, four-masted schooner of 791 tons and 1000 M capacity, was built at Port Ludlow in 1887 to replace the preceding Kitsap in the Puget Sound Commercial Co. fleet. On Sept. 6, 1891, while bound from Port Townsend to Shanghai, she was wrecked on Borodino I., in 25°

WHEN LUMBER WAS CARRIED BY SAIL



The above picture was taken in the day when sailing vessels were still an important factor in transporting Northwest lumber to the markets of the world. It is typical of the old days. The identity of the schooner has not been established. At the time the picture was taken, the vessel was leaving Grays Harbor.

55° N., 131° 11' E. For 27 days the crew huddled on the beach until the weather cleared, enabling Capt. Tibbetts and three of the crew to start for the Loochoo group in the boat, where they arrived six days later. All hands were finally rescued by the Japanese steamer Taty Maru.

Kittie Stevens, two-masted schooner of 130 tons, was built at San Francisco in 1868 by J. J. Fransen. She is listed as a casualty in 1884. G. H. Collins, San Francisco, owner.

Klikitat, barkentine of 493 tons and 630 M capacity, was built by John Kruse at North Bend in the Simpson yard for the Puget Sound Commercial Co., who were owners throughout the entire existence of the vessel. She made a passage from Honolulu to Port Townsend in 9 days 16 hours in November, 1896; and was eventually wrecked on Honili Point, Island of Hawaii, on November 11, 1912.

Kodiak, two-masted schooner of 102 tons, was built at San Francisco in 1881 by Matthew Turner for the Alaska Commercial Co., San Francisco, to be operated in connection with their fur-trading business in Alaska. She drops out of registry in 1894.

Kodiak, two-masted schooner of 146 tons, was built at Benicia by Turner in 1895 to replace the preceding. She drops from registry about 1920, her last owner being John G. Jury, San Francisco.

Kohala, four-masted barkentine of 891 tons and one million feet lumber capacity, was built at Fairhaven, Calif., in 1901 by the Bendixsen Shipbuilding Co. for the management of Hind, Rolph & Co., San Francisco. Her last sail passage was from Callao to San Francisco in ballast in the summer of 1921, after which she was laid up. About 1928 she was sold to become a fishing barge in Southern California waters, in which capacity her hull is still afloat.

Koko Head, four-masted barken-

tine of 1084 tons and 1400 M capacity, was built at Oakland, Calif., in 1902 by W. A. Boole & Son, for the management of Hind, Rolph & Co. In 1903 she ran from Port Townsend to Delagoa Bay in 86 days. On a passage from Manila to Singapore with coal, the cargo took fire through spontaneous combustion, and the Koko Head had to be abandoned on April 29, 1918, 180 miles southwest of Java. The crew spent a week in the boats, with days so hot a man could row only half an hour at a stretch, and nights so cold it was hard to keep from freezing. The boats separated the night before land was sighted; the next day the mate's boat found land and the party went ashore. The first living thing they saw was a tiger, whereupon they put back to sea and rowed till they came to a lighthouse. Here they found the captain's boat, and all hands were eventually sent to Singapore by the American consul. Capt. James E. Hersey, who died last year, was master of the Koko Head on her last trip, and he was accompanied by Mrs. Hersey.

NEW CHART

Alaska—No. 8802. Alaska Peninsula and Aleutian Islands to Segum Pass. May, 1941. Scale, 1:999,000. Size, 33 by 42 inches. Price, 75 cents. The shore line and hydrography along the north shore of Bristol Bay between Cape Pierce and Cape Constantine have been readjusted. Soundings and shore line in the vicinity of Unimak Island and Islands of Four Mountains have been amended from recent surveys by the U. S. Coast and Geodetic Survey.

Seattle, Wash., May 26, 1941.
A. M. SOBIERALSKI,
Inspector, U. S. Coast and Geodetic Survey.

The floating cannery La Merced sailed for False Pass, Alaska, last Wednesday.

Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 19

Kona, four-masted schooner of 679 tons and 900 M capacity, was built at Alameda, Calif., in 1901 by Hay & Wright, another of the fleet managed by Hind, Rolph & Co. She left San Francisco for Adelaide, South Australia, on November 16, 1916, and was wrecked on Kangaroo Island on February 5, 1917.

La Gironde, two-masted schooner of 204 tons, was built at Port Ludlow, Wash., in 1875 by Hall Bros. for J. B. C. Genereaux, San Francisco. She was later owned by Albert Rowe of the same port. The schooner made the passage from Grays Harbor to Redondo in 5 days 5 hours in April, 1900, which was pretty good sailing for a vessel of her size and age; she drops from registry shortly thereafter.

Lahaina, four-masted barkentine of 1067 tons and 1350 M capacity, another of the Hind, Rolph & Co. fleet, was built at Oakland by W. A. Boole & Son in 1901. Like her sister barkentines, the Lahaina was beautifully kept up, painted white, and crossed a skysail yard. In the summer of 1919 she arrived at San Francisco, 49 days from Levuka, Fiji Is., with 1220 tons of copra, and in April, 1921, arrived in ballast from Calao in 41 days. She was then laid up, and was sold for a fishing barge in 1925. While so serving she was blown ashore at Point Vicente, October 5, 1933, and was a total loss.

Laura Madsen, three-masted schooner of 345 tons, was built by Holden at Gardiner, Ore., in 1882 for James Madsen, San Francisco. She was wrecked off Point Barrow, Alaska, in 1905, with a property loss of \$20,000.

Laura May, two-masted schooner of 127 tons, was built at Eureka, Calif., in 1868 by E. & H. Cousins for Capt. Henry Winkelman and others of San Francisco and Sacramento. On a passage from San Francisco to Coos Bay in 1874, she got ashore six miles north of the entrance in the fog, and was a total loss.

Laura May, three-masted schooner of 246 tons was built by H. R. Reed at the Deane yard in Marshfield, Ore., for Capt. Winkelman and others. She was later owned by Wright, Bowne & Co., San Francisco, and was wrecked at Kvichak, Alaska, in 1901.

Laura Pike, two-masted schooner of 145 tons, was built by Bendixsen at Eureka in 1875, for

J. M. Pike, Eureka, and others. In 1878 she got ashore on Humboldt Bar, with loss of 7 lives, but was salvaged and repaired. Her subsequent ownership includes F. C. Kentfield, Charles Nelson, and Wright, Bowne & Co. She was afloat in 1900.

Legal Tender, 210 tons, was built at Meigg's Mill, Port Madison, Wash., in 1863, and although she was in later years a bark, she apparently started out as a schooner. In the early '70's, under bark rig, she was codfishing for Andrew Crawford, San Francisco, and subsequently was owned in New Bedford as a whaler, though operating out of San Francisco. She drops from registry in 1886, her last owner being E. O. Avery, San Francisco.

Lena Sweasey, three-masted schooner of 256 tons, was built at Eureka, Calif., in 1882 for Capt. W. J. Sweasey and others, San Francisco. The captain died in 1893, leaving the ownership to his son, and the schooner was afloat until after 1900.

Lila & Mattie, two-masted schooner of 105 tons, was built at the Albion River, California, in 1888 for Henry Witherbee, San Francisco, by John F. Peterson. She drops from registry about 1898. *Capt. Otto Hambke*

Lillebonne, two-masted schooner of 218 tons, was built at Eureka in 1883 by E. Cousins for E. J. Dodge, Eureka. Her last owners were Hooper & Woodside, San Francisco, the Oakland garbage contractors. The schooner capsize and foundered on August 29, 1912, in San Francisco Bay in tow of the tug Dauntless, while carrying garbage to sea.

Lily, two-masted schooner of 142 tons and 210 M lumber capacity, was built at San Francisco in 1882 by Dickie Bros. for J. C. Hawley of that port. About 1890 she came under the ownership of Joseph Knowland, later passing to the Gardiner Mill Co. She was in the offshore trade during the first World War, being sold to San Pedro owners in 1920 and going under Nicaraguan registry two years later. In the early '30's she was wrecking on the hull of the Pacific Mail steamer Colombia, and later turned up at San Pedro, where she was bought in 1934 by Metro-Goldwyn-Mayer and rebuilt as the Bounty for the production "Mutiny on the Bounty." She is laid up at present in Long Beach Harbor, but appears

EDITORIAL COMMENT

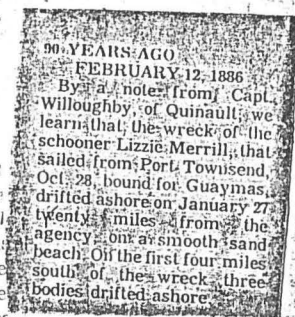
Building of Composite Ships Would Help Save the World

THIS nation's huge and vital shipbuilding program is running headfirst into a staggering problem—a steel shortage. Steel is now on the priorities list but deliveries are slow. Yards with large government orders are waiting for steel. And in the meantime the need for ships, more ships and still more ships is daily becoming more acute and dangerous. To keep food supplies, munitions and equipment moving to Great Britain, now fighting a desperate and heroic battle to save world freedom, our government is drawing heavily on our domestic trade fleets. It is diverting half our intercoastal ships to British-aid trades. It is also taking ships from our Latin America routes. Our government has no other recourse. Our own national safety demands it.

The steel situation is the fault of no one. Even a comparatively few months ago no one could envision a completely Hitlerized Europe. But now such a menace suddenly raises a monstrous head under the blood-mad leadership of a new Attila. Whether that menace is

At the same so that the end, an ace up

A hundred or be a godsend riers, each wit feet, could kee to Mexico, to the They could alag Hawaiian trade ago our entire carried by steel



Construction of wooden or composite cargo vessels would not only be a great factor in helping meet the industrial and

(Continued on Page 8)

occasionally in moving pictures.

Lizzie Madison, two-masted schooner of 131 tons, was built on Humboldt Bay by Bendixsen in 1876 for B. H. Madison, San Francisco. She drops from registry in 1886.

Lizzie Marshall, bark of 454 tons, was built at Maine Prairie, Calif., on the Sacramento River, in 1877 by L. Mortensen for S. B. Peterson, the Port Blakely Mill Co., and others. She made a 14-day passage from Honolulu to Port Townsend in 1883 and was wrecked on Bonilla Point, Vancouver I., February 22, 1884, bound from San Francisco to Puget Sound.

Lizzie Vance, three-masted schooner of 442 tons and 570 M capacity was built by Hall Bros. at Port Blakely in 1887 for the Vance Lumber Co., Eureka. Before the first World War she was

owned by B. H. Tietjen, San Francisco. He sold her in 1918 to Henry Gray & Co., who resold her, after having her a couple of years in trade with Tahiti, to her master, Henry Oosterhuis. In January, 1923, bound from Tarawa to San Francisco, the schooner put in to Guam, leaking badly, and there Capt. Oosterhuis sold her to a Japanese firm. She was probably broken up shortly thereafter.

Lola, schooner, probably two-masted, was built at Port Madison, Wash., in 1865. She was of 192 tons, new measurement, and dropped out of registry about 1880.

Loleta, two-masted schooner of 119 tons, was built at Seattle by Hammond, and launched on the 4th of July, 1871. She was owned by Williams, Dimond & Co., San Francisco, dropping from registry about 1883.

Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 20

See account of fate of ship in Vol. 1, p. 207

Lottie Bennett, four-masted schooner of 566 tons and 750 M capacity, was built at Port Blakely in 1899 by Hall Bros. for their own fleet. In 1919 she was sold to Burns, Philp & Co., and in 1924 was resold to Capt. L. Ozanne, Pa-peete, going under the French flag and being renamed Normandie. She continued trading to the South Seas until September, 1927, when she was laid up at San Francisco after arriving from Niafou and Nuatobutabu with some storm damage. In April, 1930, she was bought by Harris Bros., San Francisco, who restored the name Lottie Bennett, and got a charter for lumber to Fiji. After returning in ballast to San Francisco she was inactive for several years except for a voyage salmon-salting in Alaska, which ended up in the courts. She was then acquired by a group which was going to sail in her to a small island off Panama and establish a co-operative settlement, but the scheme fell through, although they did install an auxiliary engine. In 1935 she was again reconditioned, and it was announced she would take a cargo to the Caribbean, where she would engage in a feeder service for the McCormick Steamship Company, but she got no farther than San Pedro, where, after being used in a moving picture or two, she was bought by Dr. Ross, the pet-food canner, and late in 1937 she was sent to Mexican waters to operate as a floating cannery of porpoise, sea-lions and sharks for dog-food. She returned shortly to Long Beach, where she has since been laid up.

Lottie Carson, three-masted schooner of 286 tons and 330 M capacity, was built by Hall Bros. at Port Blakely in 1881 for Dolbeer & Carson of San Francisco. She was owned during the first World War as Leonora under Mexican registry by F. Jebson, who was a German agent; she subsequently passed to British Columbia owners who renamed her Coal Harbour and installed an engine. Under this name she was towed into San Francisco by the Coast Guard in February, 1925, with a cargo of whiskey, and was sold to Los Angeles owners, who restored the original name. After several years lying in Los Angeles harbor, she was reregistered in 1936 as a peculiar sort of bark, and has since appeared in several moving pictures, including "Slave Ship," "Souls at Sea" and "South of Pago-Pago." She is at present laid up in Newport Harbor, Calif.

+ "Sea Devil"

Louis, five-master schooner of 831 tons, was built at North Bend, Ore., in 1888 by John Kruse for the Simpson Lumber Co., San Francisco. They still owned her at the time of her loss, on June 19, 1907, when she was wrecked on the South Farallon in fog, bound in from Grays Harbor under Capt. Dyer, with 900 M feet of ties. The Louis was the first of her rig to sail on salt water, as well as the first to sail around the world. She was laid down as a steamer hull, and was rigged temporarily for the voyage to San Francisco with five odd masts which happened to be lying around the mill; but she sailed so well that the engines were never put in her. It is said that two of her masts were stepped out of the center line, to give a greater sail spread when running free.

Louise, three-masted schooner of 346 tons and 450 M capacity, was built at Fairhaven, Calif., in 1892 by H. D. Bendixsen for Joseph Knowland, San Francisco. She and the Beulah were sold by the Gardiner Mill Co. in 1917 to the Union Fish Co. for \$50,000 the pair and went into the Bering Sea codfishery. In 1921 the Louise made a brief cruise off San Francisco with a moving picture company, and later in April sailed for the North. She put back 10 days later with loss of the jibboom, fore masthead and headsails; but was quickly repaired and sailed again, to take the highest fare of the year. In 1928 she was chartered as a tender to the Cape San Lucas tuna fleet, but returned to the cod fishery the next year. She was last operated in 1937, and in 1940 was sold to a Los Angeles owner. She is at present laid up in the Cerritos Channel, Los Angeles harbor.

Lucy, three-masted schooner of 309 tons and 400 M capacity, was built at Fairhaven by Bendixsen in 1890, also for J. Knowland. In 1918 she was sold to A. J. Pollard, San Francisco, and two years later to Tahitian owners who renamed her the Raita. She traded between Papeete and San Francisco until 1923, when she was laid up at San Francisco, and apparently subsequently broken up.

Ludlow, four-masted schooner of 762 tons and 900 M capacity, was built at Port Blakely in 1900 by Hall Bros. for John A. Hooper, San Francisco. He sold her in 1916 to the Pacific Freighters Co. of Comyn, Mackall & Co., who resold her two years later to the Whitney-Bodden Shipping Co., Mobile. The schooner was burned at Gulf-

EDITORIAL COMMENT

Private American Shipowners A Bulwark in Hour of Need

WHAT a crisis there would be in the affairs of the United States today if at any time in the last 10 or 15 years the private American shipowner had weakened and junked his vessels under the long-sustained barrage of adverse legislation, political abuse and hostile public clamor!

Probably no other single group of private American citizens had ever been subjected to such a long campaign of misrepresentation, abuse and smearing, all whipped up by third-raters in Congress and by Bureau moguls and legislation-drafters who had gone cuckoo over the automatic Gadget. (Hail, Gadget, idol of the dizzy clan!) During those long years the private American shipowner was held up to the public as a great deal of an undesirable citizen, or worse.

But to whom does Uncle Sam now turn in our great national emergency? On whom does he lean? Does he lean on the third raters in Congress? No, you can't lean on air, however hot! Does he lean on the Bureau moguls and bill-drafters? No, you can't lean even on a mental Gadget, however automatic!

But in this emergency, as always, Uncle Sam finds he can lean and lean heavily on the private American shipowner. And now, as always, he finds the private shipowner at his side 100 per cent, cooperating to the ultimate degree. An order comes from Washington, D. C., ordering the diversion of many privately-owned intercoastal carriers to other trades and the ships

(Continued on Page 8)

port, Miss., in May, 1925.

Lurline, brigantine of 358 tons and 375 M capacity, was built by Capt. Turner at Benicia, Calif., in 1887 for the Spreckels Bros., San Francisco, and Capt. William Matson. She was an Island sugar packet, carrying a skysail yard, and is credited with a passage of 8 days 8 hours between the mainland and Honolulu. When the Island trade was taken over by the Matson steamers, the Lurline was sold to Capt. Charles Nelson. She was sunk in collision with the Panaman of the American-Hawaiian Line off Salina Cruz on January 11, 1915, the crew all being rescued.

Luzon, four-masted schooner of 545 tons and 750 M capacity, was built by Hay & Wright at Alameda in 1900 for Sanders & Kirchmann, San Francisco. In 1921 she was laid up at San Francisco after arrival from Suva, Fiji, and in 1924 was bought by the Bishop Museum of Honolulu. They had her converted at the Madden yard, Sausalito, for a research vessel, and she emerged as the auxiliary schooner Kaimiloa. The Museum sold her a couple of years later, and she was owned for many years in Newport, R. I., as a yacht, finally being sold to Chinese owners in 1937.

Lyman D. Foster, four-masted schooner of 777 tons and 950 M capacity, was built by Hall Bros.

at Port Blakely in 1892 for their own account. She was abandoned at sea near the Fiji Islands on April 15, 1913, bound from Bellingham to Levuka, but the wreck was subsequently towed to Suva. In 1917 the hull was towed to Auckland by the steamer Karori and there refitted as a four-masted barkentine. She was operated under British registry for a couple of years, but her ultimate fate has not been recorded.

M. Turner, four-masted schooner of 731 tons and 1100 M capacity, was built by Capt. Turner at Benicia, Calif., in 1902. In April, 1910, she was ashore at Kahului Hawaiian Islands, bound from Iquique to Honolulu, but was floated, not badly damaged, by the U. S. R. C. Thetis. In 1916 Bowe & Andrews sold the schooner to Hind, Rolph & Co. for \$47,500 they reselling her just 16 months later to Whitney-Bodden, Mobile for \$107,500. In 1929 she was sold to Florida owners for a barge, and her registry was abandoned in 1934.

Mabel Gale, four-masted schooner of 762 tons and 900 M capacity, was built by Hall Bros. at Port Blakely, in 1902 for a single ship company managed by the Loop Lumber Co., San Francisco. She was sold in 1917 to J. M. Scott, Mobile, and her register was abandoned in 1933.

Pacific Coast-Built Sailors

1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 21

Mabel Gray, three-masted schooner of 205 tons, was built at Fairhaven, Calif., by Bendixsen in 1882 for George D. Gray, San Francisco. She was still afloat in 1900.

Maggie Johnston, two-masted schooner of 133 tons, was built at Navarro, Calif., on the Mendocino coast, in 1866 by Bryant & Cummings, costing \$16,000. She was operated for many years by Andrew Crawford in the Tahiti trade, dropping from registry in 1888.

Maggie C. Russ, three-masted schooner of 196 tons, was built at Eureka, Calif., in 1881 by Euphronius Cousins. She was owned in the '90's by C. A. Hooper, San Francisco, and was afloat in 1900.

Mahukona, four-masted schooner of 738 tons and 900 M capacity, was built at Hoquiam, Wash., by Hitchings & Joyce in 1901. She was owned by the Mahukona Co., managed first by Hind, Rolph & Co., and later by J. O. Davenport, San Francisco. The schooner was wrecked while towing out of Apia, Samoa, January 29, 1918, when the line parted and she drifted onto the reef.

Maid of Orleans, two-masted schooner of 180 tons and 240 M capacity, was built at San Francisco in 1882 by Dickie Bros. for J. J. McKinnon. She operated for years in the South Seas trades. From 1906 to 1921 she was operated as a codfisher out of Seattle, her last owners in this business being the Pacific Coast Codfish Company, headed by Capt. J. E. Shields. Early in 1924 the company sold her to the late Capt. Carl Klingenberg of Herschel Island and Victoria Land, Arctic Ocean, who sent her to the King & Winge yard, Seattle, where he had her equipped with an auxiliary engine and also had her hull sheathed with iron bark as a protection against the Arctic ice floes. Capt. Klingenberg changed her name to Old Maid No. 2 and she sailed from Seattle for the Arctic in August, 1924. In June, 1928, Capt. Klingenberg sold her to C. H. French of Winnipeg, Canada, and it is presumed he sold her to the ancient Hudson's Bay Company, for she operated in the Arctic for that institution in 1929 and 1930. In 1934 she was bought by Albert Routai of Seattle, who restored her original name, Maid of Orleans. In 1935 and 1936 she was owned by the Alaska Trading Company of Seattle and under a charter to Capt. H. E. Larsen operated as a Bering Sea and Alaska

Peninsula trader. On February 26, 1936, she crashed on the rocks of Boat Bluff, Sarah Island, British Columbia, en voyage to Western Alaska, losing 50 feet of her keel, but was hauled off and repaired. Later in the same year she was bought by W. F. Gibson & Sons of Vancouver, B. C., who changed her name to the Joan G., with British registry.

Makah, barkentine of 699 tons, was built at Port Blakely in 1882 by Hall Bros. for S. C. Kentfield, San Francisco. On October 6, 1888, she left Port Discovery, Wash., for Australia under Capt. Larsen, and was found bottom up off Tillamook Head, 18 days later, the crew of 11 all being lost.

Makaweli, four-masted barkentine of 899 tons and 1100 M capacity, was built at Oakland in 1902 by W. A. Boole & Son for the management of Hind, Rolph & Co. After being laid up a couple of years she left San Francisco for Grays Harbor on February 17, 1923. On March 10 she put into San Pedro leaking; sailing again on the 29th, she was picked up off Flattery on April 20, with sails gone and one man dead on board, finally arriving at Seattle the next day. She then spent a year or so trading between the Northwest and San Pedro, and about 1928 was sold to become a fishing barge in Southern California. She is still afloat, under the name Rainbow.

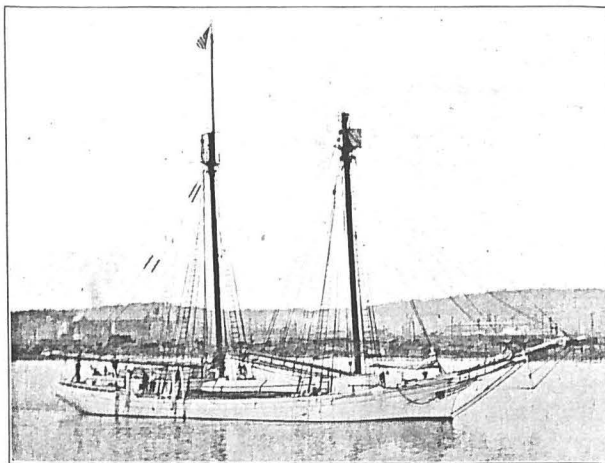
Malolo, two-masted schooner of 133 tons, was built at Port Ludlow in 1879 by Hall Bros. for Hawaiian owners. She made the voyage from Flattery to Honolulu in 10½ days and then remained in the interisland trade.

Manila, four-masted schooner of 731 tons and 850 M capacity, was built at North Bend, Ore., in 1899 by A. M. Simpson. She was owned by the Pacific Shipping Co., San Francisco, being sold to the Pacific Freighters Co. in 1916. The schooner was sunk by the German raider Seeadler on July 8, 1917, in 10° N, 144° W, while bound from Syndey to Honolulu with coal.

Marconi, four-masted schooner of 693 tons, was likewise built at North Bend by Simpson, in 1902, for his own account. She was wrecked on Coos Bay Bar, March 23, 1909.

Margaret Crockard, schooner, probably two-masted, of 169 tons, was built at Port Madison, Wash., in 1870 by W. H. Bryant, and had a short life, dropping from registry before 1879.

ANOTHER VIEW OF NOTED SCHOONER



Above is a broadside view of the schooner Maid of Orleans, whose career in the South Seas, the North Pacific, Bering Sea and the Arctic Ocean covers over half a century. Details are given in the accompanying Lyman list of Coast-built sailers. A quarter-on-view of the Maid is shown in the front cover porthole. Both pictures give a good idea of the Maid's fine lines.

Maria E. Smith, three-masted schooner of 365 tons, was built at Port Blakely by Hall Bros. in 1881 for James Tuft, San Francisco, and was afloat in 1900.

Maria G. Atkins, two-masted schooner of 100 tons, was built at Point Arena, Calif., in 1868 by J. A. Hamilton, costing \$14,000. She also had a short life, not being listed in 1877.

Marietta, schooner, doubtless two-masted, of 142 tons, was built at Port Discovery, Wash., in 1872 by J. Foster. She was lost on Humboldt Bar in 1877, all the crew being rescued.

Marion, two-masted schooner of 235 tons, was built at San Francisco in 1882 by Capt. Turner for Oliver Smith of St. Helena. She was later owned by P. K. Generaux and by Albert Rowe, both of San Francisco, being sold in 1905 to the Alaska Codfish Co. She was lost on Sannak Island, Alaska, on April 11, 1906.

Martha W. Tuft, two-masted schooner of 173 tons, was built at Eureka in 1876 by Bendixsen. She was first owned by Rock and others, San Francisco, but was acquired in a few years by Jacob Jensen. She was wrecked at Kat-

alla River, Alaska, in 1907, with a property loss of \$14,000.

Mary Buhne, two-masted schooner of 147 tons, was built at Eureka in 1876 by Bendixsen. She was owned in the '90's by Charles Nelson and was afloat in 1900.

Mary Dodge, three-masted schooner of 243 tons, was built at Eureka in 1882 by Murray for J. Kentfield, San Francisco, later passing to Charles Nelson. In the years before the first World War she was owned by W. J. Woodside, San Francisco, and about 1917 was sold to Peruvian owners. *See also*

Mary Swann, two-masted schooner of 143 tons, was built at Eureka in 1875 by Bendixsen. She was owned by her master, Capt. H. R. Jacobsen, and later by Andrew Anderson, dropping from registry in 1889.

S. OLSEN BUYS 2

The German steamship Eisenach and the Italian motorship Fella, scuttled at Puntarenas, Costa Rica, by their crews in March, have been purchased from the Costa Rican government by the Sigfried Olsen Shipping Company of San Francisco. They will be operated in the Pacific coastwise service.

AMERICA'S MOST UNIQUE TRIP

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See the wonder city of Seattle from center to circumference from the deck of the Anderson Water Tours' palatial new steamer Sightseer. A world traveler dubbed it, "the most unique trip in America."

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By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 22

Mary Winkelman, barkentine of 522 tons, was built at Seabeck, Wash., by Hiram Doncaster in 1881. In the '90's she was owned in the Island trade by A. H. Paul, San Francisco, making the voyage from Honolulu to San Francisco in 11 days in 1893. Later she was acquired by the Charles Nelson Co., who retained ownership until November 13, 1923, when, leaving Pago-Pago for San Francisco, she drifted onto the reef. The 10-man crew were landed safely, but the barkentine could not be floated, and became a total loss.

Mary D. Pomeroy, two-masted schooner of 114 tons, was built at Little River, Calif., in 1879 by Peterson for Hobbs, Wall & Co., San Francisco. She was lost with all hands the winter of 1879-80, off Point Reyes.

Mary E. Foster, two-masted schooner of 116 tons, was built at Port Ludlow in 1877 by Hall Bros. for Hawaiian owners for interisland trading.

Mary E. Foster, four-masted schooner of 950 tons and 1100 M lumber capacity, was built at Port Blakely by Hall Bros. in 1898 for Allen & Robinson, Honolulu. The entire career of the schooner was spent in the lumber trade to Hawaii. She was in collision with the steamer Mauna Kea off Diamond Head on April 26, 1923, and was beached at Waikiki. Three days later the wreck was hauled off and taken to Honolulu, where the lumber cargo was discharged and the hull sold for \$100.

Mary E. Russ, schooner, probably three-masted, of 235 tons, built at Eureka by Cousins in 1875 for Brock, Russ and others, San Francisco, was afloat in 1900.

Mary and Ida, two-masted schooner of 183 tons, was built in San Francisco in 1882 by Dickie Bros., and owned in turn by B. H. Madison, J. C. Hawley, J. J. McKinnon, and the Alaska Codfish Co., all of that port. She was wrecked in the Bering Sea on February 23, 1904.

Mawcema, three-masted schooner of 453 tons and 600 M lumber capacity, was built by Bendixsen at Fairhaven, Calif., in 1895 for Dolbeer & Carson, San Francisco. In 1915 they sold her to the Alaska Codfish Co., and she was wrecked on St. George Island, August 19, 1928, the crew of 30 being landed safely.

Maxim, two-masted schooner of 117 tons, was built by Bendixsen on Humboldt Bay in 1876 for J.

G. Jackson, San Francisco. She went missing in January, 1907, bound from San Francisco to Eureka.

May Queen, schooner, doubtless two-masted, of 123 tons, was built at Eureka by Cousins in 1867. She drops from registry about 1880.

Melancthon, barkentine of 298 tons, was built at North Bend, Ore., in 1867 by Murray for A. M. Simpson, San Francisco, at a cost of \$25,000. She ended as a hulk at Honolulu about 1905.

Melrose, four-masted schooner of 615 tons and 800 M capacity, was built at Hoquiam, Wash., by Hitchings & Joyce in 1902 for the Coast Shipping Co., San Francisco. She was laid up at San Francisco in October, 1924, and in 1927 was sold to become a fishing barge in Southern California, her hull being still afloat in this capacity.

Meteor, four-masted schooner of 600 tons and 840 M capacity, was built at Port Blakely in 1891 by Hall Bros. for John A. Hooper, San Francisco. She was bought in 1916 by Pacific Freighters Co., San Francisco, and sold in 1921 to H. G. Seaborn, Seattle. In 1925 she went to Alaska as a barge and was owned a couple of years ago by a salmon by-products company in Ketchikan, still as Meteor, although she has been listed under the name "Sea Sprite" in Lloyd's Register for 20 years.

Mertha Nelson, three-masted schooner of 460 tons and 600 M capacity, was built by Bendixsen at Fairhaven in 1896 for the Charles Nelson Co., San Francisco. In March, 1911, she was bought by the Alaska Packers Association, San Francisco, to operate as a cold-storage vessel, bringing back fresh salmon from Alaska, but the state prohibited importation of such fish before she went into service, and the schooner was thereafter operated in connection with the canneries like the rest of the fleet. She made her last voyage in that trade in 1926; in 1928 she was chartered as a tender to the Cape San Lucas tuna fleet; and in 1930 was sold to the Fox Film Corp. They installed an auxiliary engine and used her in a picture or two, subsequently selling her for a yacht. In 1938 she made a voyage to the Galapagos and Cocos Islands, shark-fishing and treasure-hunting, some of the crew landing in Federal court on charges of mutiny. In 1939 she was rigged as a three skysail-yard full-rigged ship of the period of 1830-40, and appeared in the picture "Rulers of the Sea." She

is now laid up at Long Beach.

Mildred, three-masted schooner of 464 tons, was built at Fairhaven in 1897 by Bendixsen as a sister to the preceding. She was wrecked at Grays Harbor on March 16, 1908.

Mindoro, four-masted schooner of 679 tons and 950 M capacity, was built at Alameda by Hay & Wright in 1901 for Sanders & Kirchmann, San Francisco. In 1919 she was bought by the Petroleum Transportation Co., and was laid up at San Francisco in September, 1921. Two years later she was sold for breaking up.

Minna Bell, schooner, doubtless two-masted, of 123 tons, was built at San Francisco in 1865 by Bell and was sold foreign about 1875.

Minnie A. Caine, four-masted schooner of 880 tons and 1000 M feet capacity, was built at Seattle in 1900 by Moran Bros. for Charles Nelson, San Francisco. She is famous as the vessel described by Miss Joan Lowell in "The Cradle of the Deep," that immortal classic of the sea of 12 years ago. The schooner was laid up at San Francisco in 1926, until sold for a fishing barge in 1931. On September 24, 1939, she was blown ashore north of Santa Monica, and was burned for her metal in December.

Note: Additional information on the career of the schooner **Mary Dodge**, mentioned in last week's installment, has been obtained from Charles R. Pollock, insurance man, Ferry Dock, Seattle. As told last week, the three-masted, 243-ton schooner, was built at Eureka, California, in 1882. From Mr. Pollock it is learned that in 1912 the Mary Dodge voyaged from Seattle to Nome under charter to the Alaska Investment & Development Co., headed by J. H. Moore of Port Townsend. She carried the equipment and an engineering staff for construction of hydraulic mining ditches, and Mr. Pollock was one of the engineers. The schooner sailed from Seattle in June and arrived off Nome in July. A storm forced her to lie off Sledge Island for three days before she could unload. At the end of the season, she sailed from Nome on October 21, 1912, late in the year for a sailing vessel. It took her a week to get out of Bering Sea, due to three storms, but she finally got into the Pacific and sailed to San Pedro. *See also page 2 July*

Editorial

WITH ocean tonnage in our domestic trades decreasing as a result of the continued diversion of large steel carriers to other routes, the construction of wooden vessels now seems inevitable, and the sooner we get busy, the better for the national welfare. The Maritime Commission has made remarkable progress in its steel shipbuilding program, but even if there were no steel shortage and no shipyard strikes, it would be unable to keep pace with the swift changes in world conditions. The Administration has found it necessary not only to requisition new ships built by the commission and acquired by private interests, but also to take much older private ships that have operated in our domestic routes for years. The Administration has no other recourse. It must take the ships to help in the fight for world freedom and to help insure our own national safety. Before the war is over, it may be necessary to deplete our domestic trade fleets to the disappearing point.

There is a shortage in steel that brings an added element of uncertainty in the mighty effort to build as fast as Germany can sink. But there is no shortage of lumber either in the Northwest or the South. If some magician with the wave of a wand could instantly convert part of that lumber into a hundred or more wooden ships, 240 to 275 feet in length, the Administration would hail it as a life-saver; the whole nation would rejoice. The clouds would disappear from the horizons of the intercoastal trade, the Northwest-California trade, the Hawaiian trade and other domestic trades.

Maintenance of domestic trade is essential to our national welfare. It consists of the exchange of industrial and agricultural products among the various areas of the United States, including territories and possessions. In the Northwest-California route, for instance, coastwise ships in 1940 carried 1,004,203,226 board feet of

(Continued on Page 8)

AMERICA'S MOST UNIQUE TRIP

The Answer to the Sightseer's Prayer

See the wonder city of Seattle from center to circumference from the deck of the Anderson Water Tours' palatial new steamer Sightseer. A world traveler dubbed it, "the most unique trip in America."

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Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 23

Chas. White
Modoc, barkentine of 452 tons, was built at Utsaladdy, Wash., in 1873 in Craney's shipyard by George Boole, costing \$45,000. She drops from registry in 1895, S. B. Peterson, San Francisco, being her last owner.

Monitor, barkentine of 235 tons, the first of her rig built on the Pacific, was launched at San Francisco in 1862 by Domingo Marcucci for John Kentfield and Charles Nelson, her master, costing \$21,500. Captain Nelson later acquired the managing ownership, which he retained until 1900.

Monterey, two-masted schooner of 126 tons, was built at Benicia, Calif., in 1887 by M. Turner for C. L. Dingley, San Francisco. She was owned for several years before the First World War by Charles Anderson, by this time having a gas engine, and in 1921 was sold to Philippine owners and renamed Turia. She drops from registry in 1927.

Moro, schooner, doubtless two-masted, of 111 tons, was built at Alameda in 1894 and was already out of registry in 1900.

Muriel, four-masted schooner of 537 tons and 700 M capacity, was built at Alameda in 1895 by Hay & Wright for George U. Hind, San Francisco. Her owners became Hind, Rolph & Co. three years later and they sold the schooner in 1923, after a 2-year lay-up at San Francisco, to a moving picture company. She was wrecked at Balboa, Calif., in July, 1925.

N. L. Drew, two-masted center-board schooner of 120 tons, was built at San Francisco in 1869 by J. S. Nichols for N. L. Drew of Sacramento, costing \$18,000. She was later owned by B. H. Madsen, San Francisco, and drops from registry in 1883.

Nanaimo, bark of 407 tons, was built by Alex Allen at Nanaimo, B. C., in 1882 for C. L. Carpenter for the coal trade, and was the largest vessel built in British Columbia up to her time. As she was not under U. S. registry, her fate has not been traced.

Narwhal, bark of 523 tons, was built at San Francisco in 1883 by Dickie Bros. for J. N. Knowles and Millen Griffith of that port as an auxiliary steam whaler, and was transferred to the Pacific Steam Whaling Co. when the corporation was organized a few months later. Her last Arctic whaling voyage ended in 1908, and she was then laid up. In 1916 the Narwhal was bought by L. A. Pedersen, who removed the engine and operated her offshore in the lumber and

copra trade, she having a lumber capacity of 450 M feet. In 1923, after a year's lay-up, she was sold by Pedersen's widow to the Mutual Trading Co., a co-operative venture of artists, writers, and amateur sailors, who made a voyage in her to Australia and return, via Samoa, New Caledonia, and Nukahiva. In 1925 she was sold to a moving picture company and a few years later was taken to San Diego, where she was beached in the south end of the bay and was eventually burned about 1934.

Nautilus, brig of 173 tons, was built at Eureka in 1868 by Capt. Matthew Turner in the shipyard of E. & H. Cousins. She was designed by Turner for his trade with Tahiti, and he was so encouraged with her performance that he went into shipbuilding on his own account at San Francisco a few years later, building in all some 230 vessels. The Nautilus was afloat under Tahitian registry in 1882.

Neptune, two-masted schooner of 184 tons, was built at Fairhaven, Calif., in 1882, probably by Bendixsen, and was owned by H. C. Groeper, San Francisco. She was afloat in 1900.

Newark, two-masted schooner of 120 tons and 175 M capacity, was built at Benicia, Calif., by Turner in 1887 for C. L. Dingley, San Francisco. For some years before the First World War she was owned as an auxiliary schooner by the Monterey Lime Co., and in 1914 was bought by a Monterey sardine packing company and converted to a floating reduction plant. She was later owned in Los Angeles and San Diego, and her remains could be seen on the mud in San Pedro harbor 10 years ago.

Newsboy, bark of 588 tons and 700 M capacity, was built by Dickie Bros. at San Francisco in 1882 for J. J. Smith of that port and Santa Cruz, who, it is said, named her "Newsboy" to commemorate his own start in life. The vessel was later rigged as a barkentine and passed to the Slade Lumber Co., being sold in 1914 to Peruvians and dropping from registry a couple of years later. Note: Additional details on the Newsboy and her owner were obtained this week from Capt. P. A. McDonald, veteran sailing ship master of Port Blakely and Seattle and author of "Record Passages in Pacific," which appeared in The Marine Digest last winter. Capt. McDonald recalls that J. J. Smith, the original owner of the Newsboy, began his career as a lad selling newspapers on the streets of New York. The

lad had a tough time of it then; it was a period of privation and it is said he often had to sleep in empty drygoods boxes. Later he moved to California and prospered in the shipping and lumber business. "It is a fact," says Capt. McDonald, "that Capt. Smith had the Newsboy christened in memory of his own early experiences in selling newspapers. It is worth noting that the Newsboy was one of the few vessels built on the Coast to be adorned with a figurehead. And her figurehead was a newsboy with a bundle of papers. Capt. Smith had a very fine reputation among sea captains. Besides owning the Newsboy, he was operating manager for the Star of Bengal and other well known sailing vessels."

Additional Data: Further information on the career of the schooner *Mary Dodge* (see Marine Digest of June 21 and 28) was obtained this week from Thomas Hudin, now installation engineer at the Tacoma yard of the Seattle-Tacoma Shipbuilding Corporation. As told last week in a note, the vessel made a voyage to Nome in 1912. From Mr. Hudin, it is learned that in 1913 she installed two 50-horsepower Corliss diesel engines at the Craig yard in Long Beach, California, and in the same year made another voyage to Nome. Following the Nome season, she spent the winter in the guano trade. In last week's issue it was stated the *Mary Dodge* sailed from Seattle on her 1912 voyage to Nome; this was in error. She sailed from San Pedro Harbor on that voyage, departing thence June 25, 1912.

BALLARD HONORED

Dean Ballard, secretary of the Seattle Chamber of Commerce's Foreign Trade Committee and also manager of the Chamber's Industrial Relations Department, has been appointed to a panel of advisers that will assist the Office of Production Management, Washington, D. C. The appointment was announced last week. The panel of advisers will help the O.P.M. in avoiding industrial upheavals and assist other Federal agencies in keeping the industrial situation on an even keel.

Vessels due in Seattle today include the Birmingham City from the Gulf ports.

Editorial

THIS sinking of ships in the European war is by no means one-sided. The Germans have sunk many British and neutral vessels, it is true, but, on the other hand, Hitler has suffered the loss of the bulk of his ocean carriers. And the British are going full speed ahead in sinking the remnants of both the German and Italian merchant fleets. For instance, between May 10 and June 10, the British destroyed 300,000 tons of German shipping, a staggering loss to the Nazi dictator. In the last issue of Newsweek, Admiral William V. Pratt, U.S.N., retired, points out that this tonnage included vessels needed by Hitler to maintain his army in Libya. He also needs vessels to carry supplies and troops in his Black Sea operations, and he must be getting mighty hard pressed for ships. "Sea power," says Admiral Pratt, "remains the one check on Hitler's ambitions."

It is wise never to under-rate an enemy, but it is worth knowing that the enemy is resting in no bed of roses; that he also faces staggering problems. Britain has her headaches, but Hitler also has his headaches; the vast bulk of his merchant marine is either sunk or interned in foreign ports. The big problem now confronting the free English-speaking peoples is to speed up construction of bombing planes and fighting planes to give the British parity in the air. Once the British have parity in the air, plus enough ships to keep them supplied with necessary materials and food, the end of the war will be in sight. Hitler has gotten away with many lightning blitzkriegs, but the blitzkrieg is a game at which two can play and Churchill is no mollycoddle.

Admiral Pratt has long been recognized as one of the ablest naval officers of the United States in many years. His weekly analysis of the war situation in Newsweek is one of the best and most enlightening we have yet found.

THE Sailors Union of the Pacific in Portland and Seattle (Continued on Page 7)

AMERICA'S MOST UNIQUE TRIP

The Answer to the Sightseer's Prayer

See the wonder city of Seattle from center to circumference from the deck of the Anderson Water Tours' palatial new steamer Sightseer. A world traveler dubbed it, "the most unique trip in America."

TWO TRIPS DAILY BEGINNING JUNE 15

Leaves Leschi Park, Lake Washington, at 10:30 a.m.

Leaves Canadian National Dock, foot of Madison Street, at 2:00 p.m.

Fare \$1.25 One Way and \$1.75 Round Trip

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Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 24

Nokomis, four-masted schooner of 545 tons and 650 M capacity, was built at Port Blakely in 1895 by Hall Bros. for their own account. On January 17, 1914, she sailed from Astoria for Payta, Peru, but was towed disabled into Port Townsend a week or so later. Sailing again on February 2, she was wrecked on Clipperton Island on February 28. The crew was eventually rescued by the U. S. S. *Cleveland* after part of them had sailed to Acapulco for help. Capt. Jens Jensen was given command of the steam schooner *Francis H. Leggett* on his return, and was lost in her in September, 1914. Additional data on *Nokomis*: From Capt. M. M. Jensen, veteran North Pacific master and Puget Sound pilot, *The Marine Digest* this week obtained details of voyages by the *Nokomis* in 1899 and 1900 when the Seattle mariner served as an A. B. on the schooner. His reminiscences are interesting, especially as regards the voyage on which the schooner went 150 miles up a Siberian river without a towboat. Capt. Jensen shipped on the vessel at Port Townsend in late March or early April, 1899, the schooner then being loaded with Port Blakely lumber for San Francisco. After discharging the lumber in San Francisco, the *Nokomis* loaded salt in that port for the town of Nickolaevsk on the Amur River, Siberia. The passage to the mouth of the Amur, which flows into the Okhotsk Sea, was completed in due time; there the *Nokomis* took on a *Castris Bay* pilot and began the 150-mile trip up the river under sail. The schooner several times grounded on sandspits, but otherwise there were no mishaps. She reached the river town in the summer of 1899 and discharged her cargo of salt. Then began the trip down the river to the Okhotsk Sea and the way in which it was accomplished throws some light on how sailing vessels were able to get out of tight places in the old days of the shellbacks. The *Nokomis* drifted down the river sternfirst, dragging an anchor behind her and with a square sail rigged down over and under the stern into the water, two braces leading forward from the sail to the chocks, amidship. The pressure of the tide against the sail kept the schooner in the strongest current, which means that it kept her in the deepest and safest water, as she drifted down stream with the tide. The pilot had an apprentice with him, who heaved the lead at the stern.

This unusual way of navigating a ship was not without its humorous aspects. Some times the apprentice would miscalculate in heaving the lead and it would come to rest on the sail under the vessel's stern. The apprentice would instantly yell: "Two and a half fathoms," and like a flash the pilot would shriek the order to let go the anchor and the schooner would be brought to a dead stop. Then the pilot would discover the schooner still was in deep water and the sternfirst trip would be resumed. The *Nokomis* reached the Okhotsk Sea in due time and then headed for Puget Sound; she made the run from the Strait of Hakodate to Cape Flattery in 21 days. "We had a rattling good leading wind all the way," says Capt. Jensen. The schooner arrived in Port Townsend at the end of July or early in August, 1899, and was towed to Port Blakely to load a cargo of lumber for Hilo, Hawaii. She sailed for Hilo late in the summer and was back on Puget Sound before Christmas. She then loaded lumber for Manila, sailing near the end of the year. At Manila she had to lie idle for six weeks before the work of discharging her lumber cargo was begun. She was back on the Sound in May, 1900, having completed the round trans-Pacific voyage in less than six months despite the long delay in Manila. When she reached Port Townsend, Capt. Jensen left the *Nokomis*, having decided to change from sail to steam and he began a new chapter in his career that carried him to the command of passenger liners in the Alaska routes and later in the Puget Sound-Oriental routes.

Nomad, four-masted schooner of 565 tons, was built by Hall Bros. at Port Blakely in 1897 for their own account. She made a fast passage to China on her maiden voyage, under Capt. McAllep and went missing on the return trip.

Nome, two-masted schooner of 231 tons, was built by Turner at Benicia in 1900 for the Alaska Commercial Co., fur-traders of San Francisco. She was not afloat very long, although no account of her loss has yet been found.

Nora Harkins, two-masted schooner of 209 tons, was built at Parkersburg, Ore., by Parker for Thomas Harkins, San Francisco, in 1882. While bound in ballast from San Francisco to Grays Harbor she lost her rudder off her port of destination, and drifted ashore on Peterson's Point on October 16, 1884, one of the crew being

drowned.

Norma, three-masted schooner of 326 tons, was built at San Francisco in 1883 by C. G. White for G. S. Hinsdale of that port. She was lost entering Ten Mile River, November 15, 1899.

North Bend, barkentine of 376 tons and 450 M capacity, was built at North Bend, Ore., in 1877 by John Kruse for A. M. Simpson, San Francisco. About 1905, after having been a three-masted schooner for several years, she became a pulp barge at a British Columbia paper mill, and was afloat in 1921.

Northwest, bark of 515 tons and 600 M capacity, was built at Port Madison, Wash., in 1868 by W. H. Bryant for Meiggs & Gawley, costing \$45,000. She was later a barkentine, and ended her days in a San Francisco Bay boneyard, about 1905.

Norway, two-masted schooner of 192 tons, was built at San Francisco in 1870 by Jacob Bell and owned by Andrew Anderson of that port. On January 11, 1894, she was in collision with the schooner *Fanny Dutard* off Clallam and, abandoned by her crew, drifted ashore and broke up.

Novelty, four-masted schooner of 592 tons, was built at North Bend, Ore., in 1886 by and for A. M. Simpson, the first of her rig on the Pacific, as well as the largest schooner built up to that time. Like the *Louis*, she was laid down as a steamer hull, the steam schooner coming into prominence in the lumber trade at that time; but as there was some doubt as to whether a steamer of that size would pay, she was given a bald-headed schooner rig until it was decided whether to engine her. As it turned out, the *Novelty* remained a four-masted schooner to the end of her days, being wrecked 14 miles north of Cape Arago, Ore., on October 23, 1907.

Noyo, schooner, probably two-masted, of 195 tons old measurement, was built at San Francisco in 1861 by J. C. Cousins. In 1868 she struck on Coos Bay bar while bound in with barreled lime, was beached leaking, and burned through the action of the water on her cargo.

Arrivals next Tuesday will include the freighter *Virginian* with general from the East Coast.

CAPT. JENSEN BEGAN CAREER UNDER SAIL

CAPT. M. M. JENSEN, from whom *The Marine Digest* this week obtained additional details on the sea career of the schooner



CAPT. M. M. JENSEN

Nokomis, as told in the accompanying list of Pacific Coast-built sailers, is widely known to the present generation in the Pacific maritime world as a former commander of big passenger liners in the Puget Sound-Oriental trade and as a Puget Sound pilot. His early years, however, were spent voyaging all about the world in sailing vessels and in 1899 and 1900 he made several ocean voyages as an A. B. on the *Nokomis*. He left the *Nokomis* at Port Townsend in 1900 to begin his career in steam. He rose to be master on noted passenger liners in the Alaskan routes and then transferred to the trans-Pacific routes as master in the old American Mail Line's fleet. In January, 1935, when master of the liner *President Jackson*, he directed the rescue of the officers and crew, numbering 45 men, from the sinking Japanese steamship *Hokuman Maru* in a raging gale 200 miles off Vancouver Island, but refused to let the papers make a "damn hero" out of him. While it is a long time since he left sail for steam, Capt. Jensen still has a warm place in his heart for the old "windjammers."

The A. T. liner *Tyee* is due in Seattle Monday with freight and passengers from Alaska.

AMERICA'S MOST UNIQUE TRIP

The Answer to the Sightseer's Prayer

See the wonder city of Seattle from center to circumference from the deck of the Anderson Water Tours' palatial new steamer *Sightseer*. A world traveler dubbed it, "the most unique trip in America."

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Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 25

O. M. Kellogg, three-masted schooner of 393 tons, and 560 M capacity, was built at Fairhaven, Calif., in 1892, probably by Bendixsen, for S. E. Slade, San Francisco. She was later owned by Charles Nelson, and then by Atkins & Kroll, San Francisco, and was wrecked on Mau Reef, Samoa, in September, 1915.

Oakland, three-masted schooner of 418 tons and 500 M capacity, was a shoal-draft vessel built at Oakland by W. F. Stone & Son in 1902 for the Humboldt Lumber Co., at a cost of \$35,000, and was later sold to the Tidewater Mill Co., Portland, along with the Sausalito and Hugh Hogan. On October 27, 1914, the Oakland was run down in the fog off San Francisco by the steamer Moana, while bound in from the Siuslaw River. The schooner was hit squarely in the middle of the stern, knocking the "L" out of Oakland, as one paper put it. Repairs came to \$4000. In January, 1916, the Oakland was sold to the Fyfe Lumber Co., but three months later she became waterlogged and unmanageable and went ashore on the Oregon coast. Floated shortly, she lay at Portland until March, 1918, when she was repaired under the ownership of Henry Albers, San Francisco, and went in the off-shore trade. In 1921 she was bought by D. J. Hanlon, who installed a gas engine and named her the Mary Hanlon. She foundered off Mendocino, Calif., on June 24, 1924, passengers and crew getting ashore without mishap.

Occident, barkentine of 297 tons, costing \$23,000, was built at North Bend, Ore., in 1865 by and for A. M. Simpson, and was wrecked on Coos Bay bar, May 3, 1870.

Occidental, three-masted

schooner of 209 tons, was built at Fairhaven, Calif., in 1884 by Bendixsen for the McKay Lumber Co., Eureka, and was afloat in 1900.

Ocean Pearl, schooner, probably two-masted, of 195 tons, was built at Navarro, Calif., in 1868 from designs by George Middlemas, although it is not clear who built her. She cost \$20,000 and was lost "up the coast," which probably means off Humboldt Bay or Oregon, in 1878.

Oceania Vance, three-masted schooner of 445 tons and 550 M capacity, was built at Port Blakely in 1888 by Hall Bros. for John Vance, Eureka. She was owned by the Coast Shipping Co., San Francisco, in June, 1909, when she sank the tug Sea Lion off Race Rocks in fog, the tug's owners being awarded \$31,000. About 1912 she was bought by the Charles Nelson Co., and in January, 1921, was sold to John E. Heston, Los Angeles, and converted to a refrigerated tuna transport. In November she was libelled by the shipyard which did the work, and in March, 1922, was sold at auction to the Halfhill Packing Co. She operated between Cape San Lucas and San Pedro for several years, and was then laid up. She was afloat in 1933 and may still be.

Okanogan, bald-headed four-masted schooner of 721 tons and 950 M capacity, was built by Hall Bros. at Port Blakely in 1895 for the Puget Sound Commercial Co. She was sold in 1918 to the Fife Shipping Co., San Francisco, and was wrecked on Ahukini Point, Island of Kauai, on December 24, 1919, bound from Iquique to Honolulu.

Olga, four-masted schooner of 498 tons, was built at Eureka, Calif., in 1889 by Bendixsen for

Charles Nelson, San Francisco. She or another of the same name was wrecked in the Arctic in 1909.

Oliver J. Olson, four-masted schooner of 667 tons and 900 M capacity, was built by John Lindstrom at Aberdeen, Wash., in 1900 for Olson & Mahony, San Francisco. She was dismantled and blown ashore at Cape Falso, Mexico, in October, 1911, bound from Grays Harbor to Guaymas.

Olympus, ship of 1110 tons and 1300 M capacity, was built for W. J. Adams, San Francisco, at his mill at Seabeck, Wash., in 1880 by Hiram Doncaster, master-builder for Middlemas & Boole. She cost \$80,000, carried three skysail yards, and was the largest single deck vessel in the world. She was operated in the coasting lumber trade, and was burned off the Washington Coast on September 14, 1881, all hands being picked up by the bark War Hawk. Her value of \$70,000 was covered by insurance of only \$40,000.

Omega, barkentine of 584 tons and 700 M capacity, was built at North Bend, Ore., in 1894 by and for the Simpson Lumber Co. In 1915, then a four-masted schooner, she was sold to the Interisland Steam Navigation Co., Honolulu, and a year later was resold for \$18,500 to Comyn, Mackall's Pacific Freighters Co., San Francisco. They sold her in February, 1921, to New Zealand owners for the inter-colonial trade. She left Hobart, Tasmania, for Lyttleton, N. Z., on March 3, 1921, with a cargo of hardwood lumber, and was never seen again, although wreckage was found on the beach at New Plymouth, N. Z., in November, with the letters "GA" and some green paint.

Oregon, shoal-draft three-masted schooner of 343 tons and 400 M capacity, was built at Prosper, Ore., in 1905 by H. Heucken-dorff for J. L. Kronenberg of that port. In 1917 she was sold to the Crowley Launch Co., San Francisco, and given a gas engine, and later was owned in Seattle as the Apollo. In 1933 she was Apollo Maru of Kobe.

Oregonian, three-masted schooner of 247 tons, was built at North Bend, Ore., by John Kruse, costing \$20,000, in 1872. She was wrecked at Coquille, Ore., January 16, 1877.

Orion, two-masted schooner of 117 tons, was built on Humboldt Bay in 1878 by Bendixsen and Peterson for E. P. Nissen, San Francisco. She drops from registry about 1898.

Otelia Pedersen, four-masted schooner of 789 tons, was built at Everett, Wash., by C. G. White in 1901. She was owned by a single-ship company, and is reported to have been abandoned in a typhoon when nearly new, bound from Puget Sound to China under Capt. Hansen. The wreck was later picked up and towed to Japan.

Tourists Laud Sightseer Trip

After making the round trip in the harbor cruise of the Anderson Water Tours' noted daylight steamer Sightseer last Tuesday, a party of California tourists went out of their way to return to the office of Miss Helen Peterson, ticket agent at the Canadian National Dock, and here is what they said:

"One of the most wonderful trips we have ever made. It was well worth many times the money. The scenery was beautiful beyond words and we were delighted with the Sightseer, a handsome and comfortable boat. And we wish also to say something about her dining room. We had lunch there and the food and the service were of the best. We greatly enjoyed the meal, and were surprised at the reasonableness of the prices."

The dining room is conducted by Mrs. Wilson, wife of the Sightseer's master, and the excellence of the food has long been an added attraction for the cruises.

The Marine Digest is devoted exclusively to maritime interests.

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C. Solomon, Jr.
314 Battery St.
San Francisco, Calif.

Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 26

Ottlie Fjord, three-masted schooner of 261 tons, and 300 M capacity, was built at Fairhaven, Calif., in 1892 by H. D. Bendixsen, and was owned chiefly by her builder. In 1906 she was put in the cod fishery by the Pacific Trading Co., San Francisco, and operated off and on until 1915, when she was transferred to the offshore trade. In 1923 the schooner was bought from the estate of Alex Woodside by May O. Pedersen, San Francisco, and was fitted with an auxiliary engine as a fur-trader under the operation of the Northern Whaling & Trading Co. In 1924 they renamed her the Nanuk, and in 1928 sold her to the Swenson Fur Trading Co. of Seattle. She was chartered in 1932 to take a company north to make a moving picture, and was bought the next year by Metro-Goldwyn-Mayer. In 1934 she was rebuilt as the Hispaniola for "Treasure Island," later as the Pandora for "Mutiny on the Bounty," and is now laid up at Long Beach.

Pacific, schooner, probably two-masted, of 148 tons, was built by John Kruse at Umpqua, Ore., in 1865, for Hanson & Ackerson, San Francisco, costing \$18,000. She was abandoned off the California coast, January 30, 1878, the crew being taken off by the barkentine R. K. Ham.

Pacific Slope, bark of 824 tons, was built at San Francisco in 1875 by Middlemas & Boole for owners in Sydney, Australia.

Paloma, brig of 223 tons, was built by Bendixsen on Humboldt Bay, Calif., in 1875 for Tahitian owners, and was operated between San Francisco and Papeete as a packet.

Pannonia, two-masted schooner of 206 tons, was built at Marshfield, Ore., in 1875 by H. R. Reed for Capt. Kustel and others of San Francisco. She was later owned by Joseph Knowland, and by Andrew Crawford, and was wrecked in the South Seas about 1891.

Papeete, two-masted schooner of 127 tons, was built at Benicia by M. Turner in 1891 for Tahitian owners, and was afloat with an auxiliary engine in 1929.

Parallel, two-masted schooner of 148 tons, was built at San Francisco in 1868 by Jacobs and was owned for many years by S. B. Peterson. On January 15, 1887, she sailed from San Francisco for Portland with a cargo including 50 tons of dynamite. Finding it calm off the Heads, she began to drift toward the beach, and the crew in a panic took to the boats and landed at Sausalito. The schooner

struck the beach at midnight and blew up, wrecking the Cliff House.

Parkersburg, two-masted schooner of 123 tons, was built at Parkersburg, Ore., in 1883 by Parker for Charles F. Doe, San Francisco. She was afloat in 1900.

Pathfinder, schooner of 105 tons, doubtless two-masted, was built at Astoria in 1891 for the Columbia River Fishermen's Protective Union.

Pearless, three-masted schooner of 244 tons, was built at Gardiner, Ore., in 1878 by Peterson. She was owned by G. S. Hinsdale, and later by James Tuft, San Francisco. In December, 1880, she ran from Umpqua to San Francisco in just two days, which was stated at the time to be the record. She was listed until 1925, her last owner being William Johnson.

Phil Sheridan, two-masted schooner of 158 tons, was built at Little River, Calif., on the Mendocino coast, in 1868 by Peterson, costing \$20,000. On September 15, 1878, she was sunk in collision in the fog 15 miles off Umpqua, Ore., by the steamer Ancon, the crew being rescued.

Philippine, four-masted schooner of 523 tons, was built at Alameda in 1899 by Hay & Wright for Sanders & Kirchmann, San Francisco. She was laid up at San Francisco after arrival from Fiji in October, 1921, and after serving as a fender for the Carquinez Bridge was sold in 1931 to Los Angeles owners as a yacht. She was wrecked shortly afterwards on Brighton Beach, Los Angeles Harbor, but her registry has never been cancelled.

Pio Benito, three-masted topsail schooner of 277 tons, was built by Hall Bros. at Port Ludlow in 1873, and was wrecked in Central America in August, 1875.

Pioneer, three-masted schooner of 418 tons, was built at Hoquiam, Wash., in 1886 by T. McDonald for A. M. Simpson, and was so named by virtue of being the first vessel built in Grays Harbor. She was afloat in 1900.

Pitcairn, two-masted schooner of 121 tons, was built at Benicia by Capt. Turner in 1890 for the Seventh Day Adventist Church, as a missionary vessel to the South Sea Islanders. She cost \$7400 for hull, spars and iron-work, of which the builder donated \$500, and a unique feature of the contract provided that no work should be done on Saturday. She was also launched without benefit of alcoholic beverages at the shipyard celebration, quite in contrast

to the usual custom. After her first voyage to New Zealand and back, the Pitcairn was rigged as a brigantine, and additional deck-houses raised her tonnage to 171. The Pitcairn was wrecked without loss of life at Mindoro, Philippine Islands, October 17, 1912.

Planter, barkentine of 524 tons and 650 M capacity, was built by Murray at Port Ludlow in 1886 for E. E. Kentfield, San Francisco. In 1917 she was sold to James Jerome, San Francisco, and rebuilt at the Hanlon yard, Oakland, as a schooner. She was operated in trade with New Zealand for a few years, and then made a voyage from San Francisco to Willapa, Sydney, Newcastle, Calao, Balboa, Punta Arenas and Philadelphia. On the return from Philadelphia she was abandoned sinking in 24° 18' N, 81° 08' W, on August 15, 1921.

Polaris, four-masted schooner of 790 tons, carrying a million feet, was built at Marshfield, Ore., in 1902 for the Pacific Shipping Co., San Francisco. On January 16, 1914, she left San Francisco for Eureka in tow of the steam schooner Wilmington. She broke adrift off Bolinas and was wrecked on Duxbury Reef, the crew of 10 being rescued.

Portland, barkentine of 493 tons, was built at Marshfield, Ore., in 1873 by John Kruse for A. M. Simpson, San Francisco, costing \$35,000. In June, 1906, while she was hauled out on the old Marine railway at North Island, San Diego Bay, she broke her back and was condemned. The hulk was towed to sea, later coming ashore at Tent City, and was burned in 1908 to celebrate the arrival of Evans' fleet.

Premier, three-masted schooner of 307 tons and 375 M capacity, was built at Port Ludlow by Hall Bros. in 1876 for Jacob Jensen, San Francisco. She was ashore on the Shumagin Islands on May 8, 1891, the wreck being sold for \$150, but the buyers succeeded in floating her, and she was repaired under the ownership of the Alaska Improvement Co. In 1897 she was taken over by the Alaska Packers Association, San Francisco, and continued under their house-flag until May 13, 1919, when she was wrecked for good on Unimak I.

Prosper, four-masted schooner of 605 tons and 840 M capacity, was built at Port Blakely in 1891

by Hall Bros. for H. Madison, San Francisco. She was later owned by the Coast Shipping Co., San Francisco, and was wrecked on the Island of Kauai in January, 1916.

Prosper, three-masted schooner of 241 tons and 275 M capacity, was built at Pershbaker's Mill, Coos Bay, Ore., in 1892, for Adam Pershbaker and others. In 1896 she was acquired by the Alaska Packers Association, and operated until 1922; in 1924 they sold her to the movies, and she ended in a blaze of glory on August 2, 1924 off the coast of Southern California.

Puako, four-masted barkentine of 1084 tons and 1400 M capacity, was built at Oakland by W. A. Boole & Son in 1902, another of the skysail yarders operated by Hind, Rolph & Co. She was laid up at Victoria in May, 1921, and in 1926 was sold to the Pacific Navigation Co., Vancouver, and converted to a log-barge under the name of Drumwall. She is now owned as a sawdust barge by the Island Tug & Barge Co., Victoria.

Puritan, four-masted schooner of 614 tons, was built at Port Madison, Wash., in 1888 by Hans R. Reed for C. A. Hooper, San Francisco. She drops from registry about 1898.

Queen, three-masted schooner of 277 tons and 350 M capacity, was built at San Francisco in 1882 by C. G. White for A. P. Lorentzen. Her last U. S. owner was the Miami Lumber Co., San Francisco, who sold her about 1912 to Mexican owners, and she was registered in La Paz in 1920.

EXCHANGE BERTHS

William G. Seaver, assistant to L. J. Lancaster, Seattle district freight and passenger agent of the American President Lines of San Francisco, and George L. Crow, passenger traffic representative of the same company at Shanghai, will exchange jobs next month, it was learned this week. Mr. Seaver will sail from San Francisco in August. Mr. Crow, a former purser, is already in Seattle.

The intercoastal freighter Pennsylvania shifted from Seattle to Tacoma Thursday to continue loading.

AMERICA'S MOST UNIQUE TRIP

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Pacific Coast-Built Sailers

1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 27

Queen of the Bay, two-masted schooner of 107 tons, built at Portland, Ore., in 1883, was owned by J. M. Lavarie of San Francisco until about 1887. Lewis & Dryden's Marine History lists a steam schooner of the same name which was wrecked on September 11, 1887, at the mouth of the Nehalem River, Capt. Brazil Grounds owner and master, and this in all probability is the same vessel.

Quickstep, barkentine of 423 tons, was built at Port Ludlow in 1876 by Hall Bros. for their own account. After 1884 she was owned by S. B. Peterson, San Francisco, and was afloat in 1900. The Quickstep was a noted sailer, and on the return leg of a voyage to the East Coast she raced and beat the ship *St. Mark*.

R. C. Slade, four-masted schooner of 673 tons and 875 M capacity, was built in 1900 at Aberdeen, Wash., by J. Lindstrom for the Slade Shipping Co. On a voyage from Sydney to San Francisco with copra she was captured and sunk by the raider *Seadler*, June 17, 1917, then being owned by Pacific Freighters, San Francisco.

R. K. Ham, barkentine of 569 tons, was built at Port Blakely in 1874 by W. H. Bryant for Renton, Holmes & Co., managers of the Port Blakely Mill Co. The vessel made over 100 round trips between Puget Sound and San Francisco under Capt. I. W. Gove without accident, but was finally wrecked on Dungeness Spit in August, 1894.

R. W. Bartlett, four-masted schooner of 521 tons and 650 M capacity, was built at Fairhaven, Calif., in 1891 by Bendixsen for Wright, Bowne & Co., San Francisco. She was later owned by Eschen & Minor, and was sold about 1912 to Peruvian owners. She was listed in 1929 as the Peruvian schooner *Cuatro Hermanos*.

Rebecca, two-masted schooner of 161 tons, was built at Empire City, Coos Bay, Ore., in 1875 by Murray for H. H. Luse & Co. She was later owned by R. G. Byxbee, San Francisco, and next by A. M. Simpson, dropping from registry about 1898.

Repeat, three-masted schooner of 455 tons and 520 M capacity, was built at North Bend, Ore., by and for A. M. Simpson, costing \$20,000, in 1897. In 1908 she made a codfishing voyage and in 1909 was bought by James McKenna to become a whaler; but was resold instead to Lewers & Cooke, Honolulu, lumber importers. She became waterlogged on a voyage in 1916, but was repaired, and in

1918 was sold to Duval Moore & Co., San Francisco. They sold her in 1920 to Tahitian owners. In October, 1921, she left Grays Harbor for Sydney and a month later put into Honolulu short of food, leaking, and rudderless. She sailed again a week later and was probably broken up at the end of the voyage.

Reporter, three-masted schooner of 350 tons, was built at Port Ludlow in 1876 by Hall Bros. for their own ownership, and was afloat in 1900.

Resolute, four-masted schooner of 684 tons and 850 M capacity, was built at Hoquiam, Wash., in 1902 by Hitching & Joyce for the E. K. Wood Lumber Co., San Francisco. In 1916 she had a mutiny on board, and the master's wife, Mrs. Anna Endresen, subsequently sued for \$40,000 salvage, for her services in saving the ship when the crew refused duty. The schooner continued in deep-water trading until 1923, when she was sold to Whitney-Bodden, Mobile, and went around to the Gulf. In 1928 she was sold at auction by the U. S. marshal at Mobile for \$750, and was converted to a barge at New York, her registry being abandoned in 1932.

Retriever, barkentine of 547 tons and 700 M capacity, was built at Seabeck, Wash., in 1881 by Hiram Doncaster for W. J. Adams, San Francisco. She was owned before first World War by the Griffiths-Retriever Co., being sold in 1916 to C. J. Colley and two years later to J. W. Vance. On a voyage from Aberdeen, Wash., to Mollendo, Peru, she was abandoned in 8° 38' S., 136° 33' W., on March 15, 1920. The wreck was picked up in May and towed to Papeete, later being towed to Auckland, N. Z., by the steamer *Kaiwarra*.

Robert Cowan, brig of 220 tons, old measurement, was built at Sooke, B. C., in 1867. She was later sold to Hawaiian owners and renamed the *Pomare*, and was wrecked near Honolulu on February 18, 1883.

Robert Emmett, brig, is said to have been built at Empire City, Coos Bay, Ore., by H. H. Luse & Co., about 1880; but no other record of this vessel can be found and her existence is doubtful.

Robert Lewers, four-masted schooner of 732 tons and 950 M capacity, was built at Port Blakely in 1889 by Hall Bros. for Lewers & Cooke, Honolulu, and managed for them until 1917 by Higgins & Collins, San Francisco. Her entire career was spent carrying lumber

from Puget Sound to Hawaii. On March 20, 1923, she sailed from Honolulu for Puget Sound, and on April 11 got ashore on Pachena Point, on the lower end of Vancouver Island. The tug *Humaconna* took off the crew, but the schooner became a total loss.

Robert Searles, four-masted schooner of 608 tons and 800 M capacity, was built at Port Blakely in 1888 by Hall Bros. for James Tuft, San Francisco. She was later owned by B. H. Tietjen. The schooner was abandoned off the Hawaiian Islands on August 24, 1913, one of the 12 crew being drowned. The wreck was towed into Kahului in October, discharged and sold, becoming the Interisland S. N. Co. coal barge No. 2.

Robert Sudden, barkentine of 616 tons, was built at Port Blakely by Hall Bros. in 1887 for R. Sudden and J. J. Smith, San Francisco, and was afloat in 1900.

Robert R. Hind, four-masted schooner of 564 tons and 750 M capacity, was built at Alameda in 1899 by Hay & Wright for Hind, Rolph & Co. In 1923 she was laid up at Sydney and was sold there the next year for a small sum to be broken up.

Rosalind, three-masted schooner of 288 tons, rigged with square topsails on the foremast and a stump mizzen, was built at Port Blakely in 1883 by Hall Bros. for J. E. Le Ballister, San Francisco. She was wrecked February 18, 1890, three miles north of the Rogue River.

Rosamond, four-masted schooner of 1030 tons and 1200 M feet capacity, was built at Benicia by Turner in 1900 and owned by John A. Hooper, San Francisco. In 1916 she was bought by Pacific Freighters Co., and in 1925 was sold to North American Fisheries Co., and taken to Seward, Alaska. She has been laid up since October, 1928, in Lake Union, Seattle.

By order of the Maritime Commission, time charter rates for American and foreign ships were cut yesterday.

Preliminary reports indicate the Alaska salmon pack this year gained 200,000 cases over 1940.

Tuna prices at Astoria appear to be stabilized at \$170 a ton, according to the press.

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Editorial

WHEN it comes to patriotic effort, the American shipowners as a class have never tooted their own horn. From the first days of the Republic, they have cooperated willingly and eagerly with Uncle Sam in every national emergency, and in this present emergency they are living up to their old tradition, loyally and whole-heartedly. Now as in the past, their brains, their organizations and their ships are at Uncle Sam's disposal. This attitude is instinctive. With them to rally to the flag is the natural thing to do and in return they expect neither credit nor applause . . . and they rarely get either. The people take the shipowner's loyalty as a matter of course and that, in itself, is the best of all tributes. If every other group had the same instinctive loyalty, this country would present a picture of national unity rarely approached in human history.

Undoubtedly there are some exceptions among shipowners; there are always some exceptions in every group, but so far this writer has been unable to find trace of any exception. In its news release explaining the purpose of the Ship Warrants Act, the Maritime Commission points out that "most steamship lines have been cooperating with defense demands on a voluntary basis." We wish the commission had been more specific; it could probably have said that 98 or 99 per cent of our shipowners are cooperating on a voluntary basis. In return, our shipowners ask only that Uncle Sam's servants be efficient in the joint effort.

Subsidized ships, of course, are at the call of Uncle Sam at all times; that's why he subsidizes them, so he can reach out and take them when he needs them. But subsidized ships are but a very small fraction of the American merchant marine; they operate in certain foreign trade routes where they meet world competition. The overwhelming bulk of the country's merchant marine consists of privately owned ships—vessels in which private citizens have in-

(Continued on Page 7)

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INSTALLMENT No. 28

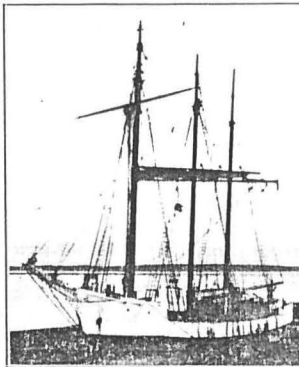
Rosario, two-masted schooner of 148 tons, was built at San Francisco in 1878 by M. Turner. She was first owned in trade with Mexico by L. L. Bradbury, San Francisco, but was sold about 1883 to John D. Spreckels for the Island sugar trade. She made the passage from Kahului to San Francisco in 10 days in December, 1884. The schooner was later sold to become a whaler, and was nipped off Point Barrow on July 2, 1898. Fairly complete dimensions of the Rosario have been preserved, and are given here to compare with those of the J. J. Fransen, already printed. She was 108 feet over all, with deadweight tonnage of 160, and registered dimensions 99x26.9 x9.5 feet. The foremast was 79 feet and the mainmast 81, with the respective booms 35 and 54 feet. She carried two topmasts with topsails, that on the foremast being a gaff-topsail, while on the mainmast was a ring-tail topsail over the leg-of-mutton spanker.

Roy Somers, three-masted schooner of 314 tons and 400 M. lumber capacity, was built at Fairhaven, Calif., by Bendixsen, in 1891 for J. Merrill, San Francisco. Later owned by B. H. Tietjen, she was bought in 1918 by Henry Gray & Co. for their trade with Tahiti. In 1923 they sold the schooner to Father Rougier of Papeete, the owner of Christmas I., and she was afloat in 1929.

Ruby, three-masted schooner of 345 tons and 350 M. capacity, was a shoal-draft vessel built at Alameda in 1902 by J. W. Dickie & Sons. She was owned by Sudden & Christenson, San Francisco; they selling her in 1914 to Capt. Louis Knaflich, Seattle, who installed a gas engine and used her in trade with the Kuskokwim River, Alaska. Except for a voyage to the Caribbean in 1926, she was used in connection with fishery operations in Alaska until December, 1940, when she was sold to Gen. Abelardo Rodriguez as a cannery tender to his Lower California establishments. She was converted in 1939 to a full-powered motor vessel of 500 horsepower, and shorn of all her spars but a stump foremast.

Ruby A. Cousins, three-masted schooner of 192 tons and 250 M. lumber capacity, was built at Eureka in 1882 by E. Cousins for E. J. Dodge of that port. In 1905 she was bought by the King & Winge Codfish Co., Seattle, and renamed the Harold Blekum, and in 1916 was sold to the Northern Fisheries Co. of Anacortes. At San Francisco she loaded a cargo of material to

build a new codfish station on Kodiak I., and sailed on November 7, 1916, for Kodiak. On December 24 she put into Seattle with loss of sails, departing again on January 20, 1917, in tow of the gas vessel Progress. After discharging at Ko-



SCHOONER RUBY

diak, she sailed for Seattle on February 27; on March 3, 1917, after losing both anchors, she drove ashore on Eagle Harbor, Kodiak I., and became a total loss.

APPENDIX

Since completing the original list, which has appeared in The Marine Digest since February 1 of this year, I have had the opportunity of consulting some new sources of information in the Library of Congress. Two short-lived vessels were discovered which had previously been omitted:

Onward, three-masted schooner of 276 tons, was built at Parkersburg, Ore., in 1901, for C. F. Doe, San Francisco. She was wrecked on the Coquille River Bar, February 25, 1905.

Wempe Bros., four-masted schooner of 681 tons, was built by John Lindstrom at Aberdeen, Wash., in 1901 for G. Wempe, San Francisco. She was lost on Vancouver Island, probably in 1902, her owner then being listed as Oliver J. Olson.

Other New Data

In addition, fuller information has been obtained on the following vessels:

Addenda was wrecked in Palisier Bay, N. Z., October 14, 1904.

Alcalde was wrecked at Grays Harbor, Wash., February 14, 1904.

Alice Kimball was wrecked at Siuclaw, Wash., October 16, 1904.

Alpha was wrecked without loss of life, nine miles north of the

Umpqua River, Ore., February 3, 1907.

Alvena was reported back in service as a barge in Canadian waters in May, 1941.

Antelope was wrecked at the Nehalem River, Ore., September 30, 1907.

B. H. Ramsdell, while leaving Kapaa, Kauai, on July 10, 1879, struck a rock while getting under weigh and became a total loss in 13 feet of water.

Bella was a three-masted schooner owned by William M. Kyle of Yaquina. She was wrecked at Ocean Beach, Ore., November 25, 1906.

Bonanza was crushed at King Point, Alaska, August 23, 1905, the crew of 15 getting to shore safely.

C. A. Klose, three-masted schooner, was owned by A. W. Beadle, San Francisco. Another account of her loss says she foundered in 43° 52' N, 124° 54' W. on March 21, 1905; but it is possible that she was picked up and towed to port and refitted, only to be lost for good three years later as stated.

Charles H. Merchant was wrecked at the Nehalem River, Ore., August 11, 1902.

Chetco was burned without loss of life at Summerland, Calif., February 19, 1918.

Courtney Ford was wrecked at Glen I., Alaska, September 7, 1902.

Del Norte was sunk in collision in Coos Bay, Ore., April 22, 1905.

Emma Utter was wrecked in Clayagomat Sound, B. C., February 11, 1904.

Fannie Adele was burned at San Francisco, May 23, 1904.

Gem, schooner of 120 tons, was wrecked at Double Headed Rock, Ore., February 15, 1904.

George C. Perkins was wrecked on Topolobampo Bar, Mexico, July 5, 1907.

Harriet was wrecked at Nome, Alaska, in September, 1900.

J. B. Leeds foundered off Luzon, P. I., March 5, 1905.

J. M. Colman was wrecked on San Miguel I., Calif., September 3, 1905.

Jennie Stella was wrecked at Navidad, Mexico, December 23, 1905.

Jennie Wand was wrecked at La Paz, Mexico, January 2, 1906.

John D. Tallant foundered "at sea" in August, 1901.

Kailua foundered "at sea" in March, 1904.

Katie Flickenger was wrecked

at Redondo Beach, Calif., November 20, 1905.

Laura May, the three-master schooner, was built in 1875.

Lena Sweasey was wrecked in Navidad Bay, Mexico, August 24, 1903.

Lottie Carson was reported in July, 1941, as being refitted once more as a schooner to carry lumber to Mexican ports.

Mabel Gray was wrecked at Redondo Beach, March 11, 1904.

Maggie C. Russ was wrecked at San Blas, Mexico, June 11, 1903.

Maria E. Smith was abandoned "at sea," July 12, 1904.

Mary Buhne was sunk in collision, eight miles off Humboldt Bar, December 18, 1903.

Olga got ashore on Kahoolawe, Hawaii, May 25, 1906, and became a total loss. The Olga lost in 1901 was a small power vessel.

Quickstep was abandoned "at sea," November 24, 1904.

Robert Sudden was wrecked on the beach at Surf, southern California, June 11, 1905.

BOARD ALLOCATES 6 FOREIGN SHIPS

Allocation of six foreign cargo vessels acquired by the Maritime Commission under the provisions of the Ship Requisition Act to the United States Navy and American operators in National defense trade routes was announced late last week by the commission. The Danish freighter Maria, in New York, was taken over Saturday, and along with the Danish ship Tunis, which earlier had been chartered to the Marine Transport Company of New York, will be immediately turned over to the Navy. To replace the Tunis, the Marine Transport Company will charter the Danish vessel Paula.

In order to expedite the movement of Chilean nitrates to this country three more ships were assigned by the commission. The German freighter Arauca, now at Port Everglades, Florida, has been chartered to the South Atlantic Steamship Company of Savannah. The Danish vessels Lexa Maersk and P. N. Damm have been chartered to the Grace Line which on July 21 chartered four other Danish ships to transport nitrates from the West Coast of South America to United States ports, north of Hatteras.

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INSTALLMENT No. 29

Ruth E. Godfrey, four-masted schooner of 597 tons and 750 M capacity, was built by Hall Bros. at Port Blakely in 1900 for their own account, and was abandoned at sea on January 10, 1912.

S. G. Wilder, barkentine of 604 tons and 625 M lumber capacity, was built at Port Blakely in 1889 by Hall Bros. for A. H. Paul, San Francisco, for the Island sugar trade. In 1893 she made the trip from San Francisco to Honolulu in 9 days, 14 hours. In 1910 she was bought by the Matson Line and sold out of the Hawaii trade, to the Alaska Salmon Co. In 1918 she was bought by G. W. McNear, San Francisco, for \$75,000, and was resold 15 months later to Whitney-Bodden, Mobile, for \$25,000. In February, 1922, she was picked up off the coast of Florida by the steamship Hawkeye State, abandoned and waterlogged, and towed to Baltimore. In October, 1924, her crew were rescued by a lightship, when she was again abandoned waterlogged, this time bound from Jacksonville to Guantanamo. Again she was towed in, and converted to a barge at Wilmington, N. C. She foundered on July 3, 1933, in tow off Fenwick I., Virginia, with the loss of three of her five crew.

S. M. Stetson, barkentine of 707 tons, was built at Port Madison, Wash., by H. R. and Olaf Reed in 1874 and was wrecked on the Australian coast about 1880.

S. N. Castle, barkentine of 514 tons and 500 M lumber capacity, was built by Hall Bros. at Port Blakely in 1886 for L. H. Hubbard, San Francisco, for the Island sugar trade. She went from Honolulu to San Francisco in 10 days in 1893. In 1905 she was sold to Edward Pond, San Francisco, for a cod-fisher, but her owner failed in a couple of years, and she was resold to Geo. A. Moore & Co. In 1917 she was bought by the Alaska Codfish Co., and put back in the cod fishery, this time as a three-masted schooner. They alternate with off-shore charters, and in 1923-4 she made a voyage to Suva, via Vancouver, then being laid up at San Francisco. In January, 1926, she was towed south to appear in a moving picture, and was burned at Catalina, February 17, 1926.

S. T. Alexander, four-masted schooner of 779 tons and 800 M capacity, was built at Fairhaven, Calif., by Bendixsen in 1899. She was owned by Charles Nelson, San Francisco. On July 19, 1914, she left Mukilteo for the Friendly Is.,

and was wrecked at Toku, Tonga, September 28, 1914.

Sacramento, two-masted schooner of 130 tons, was built at San Francisco in 1868 as a river barge for the Western Pacific Railway. In 1883 she was rebuilt as a sea-going centerboard schooner under the ownership of Hendrick Winkelman, San Francisco, and was wrecked October 15, 1905, on Coos Bay Bar.

Sadie, three-masted schooner of 310 tons and 400 M capacity, was built at Fairhaven, Calif., by Bendixsen in 1890 for Joseph Knowland, San Francisco. The Gardiner Mill Co. sold her in 1916 to Geo. A. Moore & Co., who resold her in 1921 to Philippine owners. She was owned until 1929 in Cebu and Manila, with an auxiliary oil engine.

Sailor Boy, three-masted schooner of 328 tons and 385 M capacity, was built at South Bend, Wash., in 1883 by one Paterson for Capt. S. C. Mitchell, to be operated between Alaska, Puget Sound and Willapa Bay. Her subsequent ownership included in turn Andrew Crawford, S. H. Harmon, and William Johnson, all of San Francisco, she dropping from registry about 1915 when owned by a salvage firm in Honolulu.

St. George, two-masted schooner of 100 tons, was built at San Francisco in 1878 by Turner for Oliver Smith. She was wrecked at St. Paul Harbor, Alaska, April 27, 1881, bound from Kodiak to English Bay.

Salem, four-masted schooner of 767 tons and 1100 M capacity, was built at San Francisco in 1902 by W. F. Stone & Son. She was owned by J. R. Hanify, San Francisco, who sold her in 1918 to J. M. Scott, Mobile. Her registry was abandoned in 1929.

Salvator, four-masted schooner of 467 tons and 550 M capacity, was built at Eureka in 1890 for C. A. Hooper, San Francisco. She was named for J. B. Haggins' great race-horse. Later owned by the Pacific Shipping Co., the schooner was sold in 1912 to Libby, McNeil & Libby and operated out of Seattle as a salmon packer. In 1931 she was sold to owners in Seward, and was wrecked in Seldovia Bay in 1935.

Samar, four-masted schooner of 710 tons and 950 M capacity, was built at Alameda by Hay & Wright in 1901 for Sanders & Kirchmann, San Francisco. She made a passage from Mollendo, Peru, to Port Townsend in 30 days, 1911, which is very good sailing. The Samar

was laid up at San Francisco in 1921 after arrival from New Zealand, and in 1932 was sold to become a fishing barge in Southern California, where her hull is still afloat.

Samson, two-masted schooner of 217 tons, was built at Alameda in 1890 by Alexander Hay for T. H. P. Whitelaw, the salvage expert. She was wrecked on Point Bonita, January 4, 1895.

San Buenaventura, two-masted schooner of 180 tons, was built at Fairhaven, Calif., in 1876 by Bendixsen for D. Steffins, San Francisco. She was wrecked on January 13, 1910, on the Rogue River Bar, Oregon.

Santa Paula, four-masted schooner of 650 tons, was built at Fairhaven, Calif., in 1900 by the Bendixsen Shipbuilding Co. as a bulk oil carrier for the Union Oil Co., San Francisco. She had a steamer hull, with straight stem and a bald-headed rig, and operated either in tow or under sail alone. After being laid up for many years she was burned for scrap at Hunter's Point, San Francisco, on July 8, 1933.

Sarah, two-masted schooner of 142 tons old measurement and 105 new, was built at Utsalady, Wash., in 1861 for J. J. Marks and others of San Francisco, costing \$14,000. She was lost codfishing in 1879, then being owned by Lynde & Hough, San Francisco.

Sausalito, shoal draft three-masted schooner of 367 tons and 500 M capacity, was built by W. F. Stone & Son at Oakland in 1903 for the Humboldt Lumber Co. Later owned by Tidewater Mill Co., Portland, she was sold late in 1915 to the Crowley Launch Co., San Francisco, and was to have been converted to an auxiliary; but she was wrecked on Waddah I., Wash., in December, 1915.

Sehome, four-masted schooner of 680 tons and 850 M capacity, was built at New Whatcom, Wash., in 1900 by C. E. Sutton, and owned by Olson & Mahony, San Francisco. She was bought in 1916 by H. G. Seaborn and sold a year later to Whitney-Bodden, Mobile. In 1923 she went to Florida owners, who converted her to a barge, and her register was abandoned in 1937.

Arrivals Wednesday included the Coast Merchant from California with general cargo.

Editorial

THE Seattle City Council is now wrestling with the annual municipal budget, and the waterfront awaits with much interest some indication of its attitude toward the Harbor Department. We are curious to know whether it realizes that Seattle is a seaport. It is a long time since we have had a council that had the faintest appreciation of the fact that this is a maritime community, that all our progress and prosperity depend on the ships and the waterfront. For the last 30 years or so most of our councilmen have probably been fairly well equipped to run the affairs of some inland town, but that let them out. Most of our mayors have been no better. It is said, however, that Mayor Millikin "can see the waterfront." That would stamp him as a rare bird in the executive office. For years the Harbor Department has been neglected by the City Hall inlanders and has been allowed to run down. In this great emergency period, with Seattle especially vulnerable to subversive activities on the waterfront, it should be self-evident to all that an adequately equipped and adequately-manned Harbor Department is one of this community's greatest needs.

THE MARINE DIGEST has come in for some twitting and ribbing, most of it good-natured, because it recently advocated the construction of a number of wooden ships to help relieve the ocean tonnage shortage. Well, the wooden motorship Libby Maine, 1,811 gross tons, bought by East Coast interests, sailed last Saturday for Puerto Rico. She is an old vessel built in 1918. Not long ago the United States Army bought the wooden steamships Catherine D and Redwood, also over 20 years old. And only last Monday the motorship Mount Baker, another venerable wooden carrier, arrived in Seattle to load for the Soto Steamship Company of Los Angeles. This vessel is also an old-timer, having been built in Portland, Oregon, in 1918. If both the Army and private interests find such old wooden carriers of value in the present ocean emergency, it can hardly be questioned that 60

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Movie "Old Ladies" played on Puget ALGIBES

Pacific Coast-Built Sailors 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 30

Serena Thayer "wound up as copra hulk in Pago-Pago"

Selina, brigantine of 349 tons, was built by Turner at San Francisco in 1883 for J. J. McKinnon of that port and was wrecked entering Hilo Harbor about 1887.

Sequoia, three-masted schooner of 341 tons and 475 M capacity, was built at Fairhaven, Calif., by Bendixsen in 1890 for George D. Gray, San Francisco. In 1911 she was bought from William Olson by the Union Fish Co., and operated in the transporting fleet which served the codfishing stations in the Shumagin Islands. In 1922 she was sold to F. A. Watson, Los Angeles, and was subsequently used in connection with the tuna fishing boats working off Cape San Lucas, passing under Mexican registry in 1933.

Serena Thayer, two-masted schooner of 206 tons was built at Port Discovery, Wash., in 1872 by Clark & Webster. For a good part of her early career she was owned in Wilmington, Calif., later having Tacoma and San Francisco as her home port. Her registry was abandoned in 1921.

Seven Sisters, two-masted schooner of 129 tons, was built at Benicia, Calif., in 1888 by M. Turner for James Johnson, San Francisco. On September 1, 1905, she was wrecked in Kotzebue Sound, Alaska, without loss of life.

Siberia, brig of 126 tons, was built by Turner at San Francisco in 1875, apparently for foreign ownership, as she cannot be traced under the American flag.

Skagit, barkentine of 506 tons, was built at Port Ludlow in 1883 by Hiram Doncaster for the Puget Sound Commercial Co. She was wrecked with loss of two of her 10 crew on Vancouver Island, October 25, 1906.

Solano, four-masted schooner of 728 tons, was built at Benicia in 1901 by M. Turner for his own management. In 1902 she made the passage from Shanghai to Port Townsend in ballast in 24 days. The schooner was wrecked opposite Oysterville, on the Columbia River, in 1906. In December, 1908, W. H. Wood, of the Hartwood Lumber Co., made a successful attempt to float the Solano, but the tug Daring failed to show up as ordered, and the schooner drifted onto Clatsop Spit and was wrecked for good. In the subsequent litigation, Wood was awarded half the appraised value of the schooner, less half the tug hire agreed upon.

Sophia Sutherland, three-masted schooner of 156 tons, was built at Tacoma in 1889 for the Ocean

Shipping Co. of Portland, Ore. She is famous as the vessel in which Jack London made a sealing voyage to the Commander Islands in 1893, providing the material later worked into his book, "The Sea Wolf." In 1900 the schooner was bought by Capt. H. H. Bodfish of the whaler Beluga on behalf of the natives of Bailey Island, Alaska, with the proceeds of three heads of whalebone which they had caught the previous year. The schooner was delivered to the Eskimos, but got ashore on August 31, 1900, being destroyed by a storm on September 26 before she could be refloated.

Sophie Christenson, four-masted schooner of 675 tons and 825 M capacity, was built at Port Blakely by Hall Bros., 1901, for Sudden & Christenson, San Francisco. She holds the sailing record from Puget Sound to Callao, 57 days, under Capt. Fries. In 1917 she was bought by the Fife Shipping Co., and she was sold in 1921 to H. G. Seaborn, Seattle. On August 20, 1921, she put into San Francisco, 107 days out of Grays Harbor for Callao, on account of Capt. Lancaster having been murdered. Capt. Fries then took over, and the following year made the record voyage already mentioned. In 1925 the schooner was bought by Capt. J. E. Shields, Seattle, trading to Fiji for a couple of years, but since 1929 she has been operated exclusively as a codfisher.

Soquel, four-masted schooner of 767 tons and 1000 M capacity, was built at San Francisco in 1902 by W. F. Stone & Son for J. R. Hanify, San Francisco. On January 22, 1909, while bound light from Callao to Port Townsend, she got ashore on Bird Rocks, Vancouver Island, owing to the captain's having mistaken Pachena Light for Flattery. The captain, his wife, and their three-year old child were killed by a falling mast, the 12 crew getting ashore safely. The schooner was valued at \$60,000.

Sparrow, two-masted schooner of 197 tons, was built at Oakland in 1869 by L. S. Allen for A. M. Simpson, San Francisco. She was wrecked near Umpqua with the loss of three lives on December 4, 1875, but was subsequently repaired under the ownership of John Vance, Eureka. The schooner was afloat in 1900.

Spokane, four-masted schooner of 639 tons and 800 M capacity, was built at Port Blakely by Hall Bros. in 1890 for the Puget Sound Commercial Co. In 1899 she made the passage from

Honolulu to Flattery in 8 days 10 hours; while in October, 1914, was ashore on Protection Island, bound from San Francisco to Port Ludlow, later being pulled off. In 1917 she was bought by the Fife Shipping Co., and resold in 1921 to H. G. Seaborn, Seattle. Her last voyage was to the Solomon Islands to San Francisco in 1922, after which she was laid up at Seattle, and in 1925 was sold to the Foss Co. for a barge. She went to the shipbreakers in January, 1941.

Stag Hound, two-masted schooner, was built at Marshfield, Ore., in 1868 by J. H. Howlett for Capt. James McGee, and was of 136 tons. She was later owned by Andrew Crawford, San Francisco, being listed as a casualty in 1884.

Staghound, two-masted schooner of 151 tons, was built at Alameda in 1890 by A. Hay, and was probably sold new to foreign owners, as she is not listed under the American flag in 1891.

Stanley, three-masted schooner of 355 tons, was built at Fairhaven, Calif., in 1900, probably by Bendixsen. She was built as a codfisher for the Union Fish Co., San Francisco. On March 28, 1910, she was wrecked at Pauloff Harbor, Sanak Island, Alaska, with the loss of four lives.

State of Sonora, schooner of 329 tons, probably three-masted, was built at Seabeck, Wash., in 1880 for Martin Bulger, San Francisco, and drops from registry in 1885.

TRAINING VESSEL SPREADS CANVAS

With all sails set, the three-masted auxiliary schooner Vema, one of the largest and finest American yachts until recently converted into a Maritime Commission training ship, left New York Monday afternoon on her first cruise with almost 100 apprentice seamen on board. One of the largest sailing vessels still in active service, she spread her 1,400 square feet of white canvas and proceeded to sea for a week's cruise. The vessel is attached to the commission's training station at Hoffman Island in New York Harbor. The Vema was turned over to the Maritime Commission by her owners, Mr. and Mrs. G. Unger Vetlesen, of 1 Beekman Place, New York City, for \$1.

Subscribe to The Marine Digest.

Editorial

Northwest Naval Recruiter

Recruiting in this district has been in a slump for some time now. This district has been falling below its quota. It appears that everyone realizes that this country must be defended but that it must be defended by SOMEONE ELSE'S BOY.

Mothers curse Adolph Hitler and all that he stands for. They say, "Thank God we have a powerful Navy." But when we tell them that if they would just sign their boy's consent papers our Navy would be just a little more powerful, they take the attitude of the Chinaman, "Me got ears but me no can hear." And they offer the lame excuse, "My boy has a good job" or "I want my boy to finish college." They don't seem to realize that a college education would be of very little value if our country is invaded.

The boys are willing and eager to do their share. A spirit of adventure and a sincere wish to take advantage of the splendid opportunities which the Navy offers today draws them eagerly toward the Navy. But too often the Mother says, "NO."

My Mother has a boy in the Navy. Two hundred and fifty thousand mothers have a boy in the Navy, and they are all proud of them. But before this splendid Navy of ours can reach its maximum striking power there must be FIVE HUNDRED THOUSAND Mothers with boys in the Navy.

Must this great National Emergency which now faces our country be met only by SOMEONE ELSE'S BOY?

CUTTER CRANE BACK

After three months of patrolling Bering Sea waters and the Southwestern Alaska fishing banks, the cutter Crane of the United States Fish and Wildlife Service, arrived in Seattle Tuesday morning. She had 12 passengers from remote districts.

The Fish & Wildlife Service's motorship Penguin arrived from the Pribilofs with sealing crews totaling 43 men. The Penguin brought 27,000 sealskins.

Sophie Christenson E TRIP
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Austin Keegan - 1956

Pacific Coast-Built Sailors

1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 31

Stimson, four-masted schooner of 693 tons and 900 M capacity, was built at Ballard, Wash., in 1900 by T. C. Reed for the Stimson Mill Co., Seattle. In 1919 she was sold to Whitney-Bodden, Mobile, being wrecked without loss of life at Grand Cayman, B. W. I., September 18, 1928.

Stranger, two-masted schooner of 124 tons, was built at San Francisco by Winslow G. Hall in 1869, for himself and 5 other men, each owning 1/6 interest. The schooner was later owned by R. D. Hume, San Francisco, dropping from registry in 1888.

Sunshine, schooner of 326 tons, probably three-masted, was built at Marshfield, Ore., in 1875 by Holden for E. B. Deane and others, costing \$32,000. On November 3, 1875, she left San Francisco for Coos Bay on return from her maiden trip, and was found bottom up off Cape Disappointment on November 18, all the crew being lost.

Susan and Kate Deming, three-masted schooner and the first of her rig built on the Pacific Coast, was launched in 1854 at San Francisco by John G. North. Her builder sank all he owned in her, \$28,000, and he has recorded that she was sold by her master to the British Government in Australia to be used as a dispatch boat across the Tasman Sea, the skipper then skipping with the money.

Susie Merrill, three-masted schooner of 148 tons, was built at Noyo, Calif., in 1866 by Peterson, costing \$19,000, and was lost on the Mendocino coast near Noyo about her first trip.

Tahiti, brigantine of 290 tons, was built at San Francisco in 1881 by Capt. Matthew Turner for his Tahiti packet line. She drops from U. S. registry in 1891.

Tam O'Shanter, barkentine of 592 tons, was built at North Bend, Ore., by A. M. Simpson in 1875 for his own account, and was afloat in 1900.

Tamaru Tahiti, schooner of 145 tons, probably two-masted, was built at Benicia by Turner in 1889 for Tahitian owners.

Tarava, two-masted schooner of 152 tons, was built at San Francisco by Alex. Hay in 1890 for Andrew Crawford, for his South Sea trade. She was afloat in 1920, owned in Sydney, Australia.

Taurus, four-masted schooner of 551 tons and 750 M feet capacity, was built at Marshfield, Ore., in 1902 by the Pacific Shipbuilding Co. for the Pacific Shipping Co., San Francisco. She was

bought by the Charles Nelson Co. about 1915, and traded for them until 1924. In May, 1924, she was sold to a moving picture company, and was burned at Catalina Island on July 31, 1924.

Teavaroa, two-masted schooner of 110 tons, was built at Benicia, Calif., in 1892 by M. Turner for Tahitian owners.

Thomas, brig of 115 tons, was built at San Francisco by North in 1867, having a short career under U. S. registry, as she is not listed in 1877.

Thomas P. Emigh, four-masted barkentine of 1040 tons and 1350 M capacity, was built at Tacoma in 1901 by the Tacoma Shipbuilding Co. for the Charles Nelson Co., San Francisco. The barkentine was a noted sailer, and her 7 day, 22 hour passage from Honolulu to Cape Flattery in 1909 is the all-time record between the Islands and this Coast. In September, 1923, she ran from Port Angeles to San Francisco in 4 days, with 1232 M feet of lumber. After being laid up in 1924, she was sold in May, 1927, for \$2500 to become a fishing barge, and foundered off Redondo Beach, Calif., on April 20, 1932.

Tidal Wave, bark of 603 tons, was built at Port Madison, Wash., in 1869 by W. H. Bryant for Meiggs Gawley, San Francisco, costing \$50,000. Like nearly all the West Coast-built squareriggers she was a smart sailer; in December, 1872, she ran from Port Madison to San Francisco in 5 days, making the round trip in 25 days gross time, and in 1877 made five round trips in five months. In 1894 she was sold by the U. S. Marshall to A. W. Jackson, being laid up at the time, and dropped from registry in 1909, last being owned as a barge by the Union Lumber Co., San Francisco.

Tolo, two-masted schooner of 123 tons new measurement, was built at Port Ludlow, Wash., in 1861 by Thompson for Z. Ames, costing \$14,300. On February 23, 1862, while bound from Victoria, B. C., to Port Ludlow, she capsized off San Juan Island, drowning Capt. Maloney, four passengers and four of the crew.

Transit, four-masted schooner of 650 M capacity, was built at Ballard, Wash., in 1891 by Thos. H. Peterson for E. P. Nissen and others, San Francisco. She was later owned by Capt. John Backland, Seattle, trading to Point Barrow. On August 25, 1913, she was caught in the ice 5 miles

southwest of Barrow; Capt. Backland and the crew left her and walked to Nome, hoping to salvage the vessel in the spring; but she was crushed next month and became a total loss.

MORE DATA ON PITCAIRN

From Capt. John F. Blain, Northern Pacific district director of the Shipping Board Emergency Fleet Corporation in the first World War period, additional data has been obtained on the two-masted schooner Pitcairn. As told in The Marine Digest of July 26, last, she was built by the Turner yard at Benicia, California, in 1890 for the Seventh Day Adventist Church as a South Sea missionary boat. After her first voyage she was rigged as a brigantine. Later she was bought from the missionary organization by the Arnold firm of San Francisco for the Mexican trade, Capt. Blain recalls, and still later Arnold sold her to the Clark and Spencer interests of Manila. Capt. Blain, then 22½ years old, was appointed master by the Manila owners, the Pitcairn being his first command. He was probably the youngest master on the Coast at that time. He took command in San Francisco, and loaded with Sperry flour for Manila, the Pitcairn was towed out at the Golden Gate in a heavy fog on the fateful day of February 22, 1901. In the fog they passed the dim outlines of a large steamship, the Pacific Mail liner Rio de Janeiro. A few hours later the liner was wrecked in San Francisco harbor with a loss of 128 lives, giving the Coast a sad date. The brigantine Pitcairn got to sea in good time despite the fog and she made the run to Manila in 70 days. At Manila Capt. Blain was met by Stanley Allen, then of the Sperry organization, now of the Fisher Flouring Mills of Seattle. After delivering the Pitcairn to her Manila owners, Capt. Blain went master of the United States' interisland army transport Custer. "The Pitcairn voyage," he says, "is one of my pleasantest memories of the sea. She was a smart vessel and could sail like the devil." For the past six years, Capt. Blain has been president of the Charles H. Lilly Co. of Seattle, operating in the seeds, grain, feed and fertilizers business.

The Marine Digest is devoted exclusively to maritime interests.

BOTH BACKLANDS

NOTED NAVIGATORS

In the accompanying installment of the Lyman list, Capt. John Backland is mentioned as the last owner of the schooner Transit. The reference brings back to mind the memory of a great navigator under sail. A native of Sweden, he first came to Seattle as master of the bark Kelburn and at once decided to make this port his perma-



CAPT. JOHN BACKLAND, SR.

nent home. As a result in 1906 he brought his family from Sweden to this city. On his arrival he purchased a half interest in the schooner Volante and sailed the same year on a trading voyage to the Arctic. In 1907 he took the Volante again into the Arctic and following his return to Seattle, he bought the schooner Transit, as mentioned by Mr. Lyman, and commanded her in polar sea operations until August, 1913, when she was crushed in the ice. He then bought the schooner C. S. Holmes, forming the C. S. Holmes Shipping Company, owned by himself and family, and continued in the Arctic trade each summer up to 1928, with several long voyages to the South Seas in winter periods. He passed away in August, 1928, leaving a great record as a sailing ship master, and was succeeded as head of the company and as master of the Holmes by his son, the present Capt. John Backland, also noted as an Arctic navigator.

With general from California, the Consolidated-Olympic freighter Lurline Burns arrived yesterday.

AMERICA'S MOST UNIQUE TRIP

The Answer to the Sightseer's Prayer

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Pacific Coast-Built Sailors 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 32

Tropic Bird, barkentine of 347 tons, was built at North Bend, Ore., by John Kruse in 1882 for Andrew Crawford, San Francisco, for his trade with Tahiti. She later went into the lumber trade, and was wrecked in Chamela Bay, Mexico, January 10, 1907.

Truckee, two-masted schooner of 147 tons, was built at San Francisco by Patrick Tiernan in 1869 for the Western Pacific Railway as a river barge. In 1875 she was refitted as a sea-going vessel under the ownership of Roger Baker, San Francisco, dropping from registry in 1890.

Trustee, three-masted schooner of 280 tons, was built at North Bend, Ore., by John Kruse in 1878 for A. M. Simpson, San Francisco. On April 24, 1886, she was wrecked at Peterson's Point, Grays Harbor, while leaving for San Francisco.

Twilight, two-masted schooner of 184 tons, was built at Port Ludlow, Wash., by Hall Bros. in 1874. Owned for many years by S. B. Peterson, San Francisco, she was afloat in 1900.

Una, three-masted schooner of 207 tons, was built at Port Blakeley by Bryant in 1874. She was owned by H. B. Tichenor, and later by Joseph Knowland, San Francisco, being afloat in 1900.

Uncle John, barkentine of 314 tons and 430 M capacity, was built at Eureka in 1881 by Charles Murray for John Vance of that port, last being listed in 1896.

Uncle Sam, two-masted schooner of 113 tons, was built at Big River, on the Mendocino coast of California, in 1873 by Peterson. She was lost on Cape Foulweather in March, 1876.

Undine, two-masted schooner of 144 tons, was a centerboarder built by Bendixsen at Eureka in 1870 for Capt. Kustel and others, San Francisco. She drops from registry about 1880.

Uranus, three-masted baldheaded schooner of 152 tons, commenced her existence as the steamer Salinas, built at San Francisco in 1861, and owned in the coasting trade by Goodall, Nelson & Perkins. She was condemned about 1890, having then entered the Golden Gate more times than any other vessel afloat. The hull was bought by C. J. Jorgensen and rebuilt by him, with the result that in 1894 she was granted a new register as the schooner Uranus. Capt. Jorgensen had the Uranus in the codfishery for three years, and then failed. The schooner was

taken over by Edward Pond, and operated until 1904, then being laid up for good.

Vega, three-masted schooner of 245 tons and 310 M lumber capacity, was built at Fairhaven, Calif., in 1881 by Bendixsen for B. H. Madison, San Francisco. In 1908 she was sold for \$6500 by the Seattle Shipping Co. to the King & Winge Codfish Co., Seattle, and in 1912 was resold to the Union Fish Co., San Francisco. In 1916 she was sold out of the fishery to Peruvian owners, and was owned in Callao in 1920.

Venus, two-masted schooner of 118 tons, was built at Point Arena, Calif., by Jacob Whitehouse for Capt. Adam Dodd, San Francisco, in 1874. She drops from registry 10 years later.

Vesta, three-masted schooner of 285 tons, was built at San Francisco in 1882 by M. Turner for B. C. Genereaux of that city. Later owned by Albert Rowe, she drops from registry just before 1900.

Viking, two-masted schooner of 146 tons, was built at Marshfield, Ore., by H. R. Reed for E. P. Nissen, San Francisco, in 1882. She was afloat in 1900.

Vine, two-masted schooner of 228 tons, was built at Gig Harbor, Wash., in 1890 for J. E. Burns, Port Townsend. She was wrecked at Deering, Alaska, in 1907 with a property loss of \$15,000.

Virginia, four-masted schooner of 585 tons and 750 M capacity, was built at Alameda in 1902 by Hay & Wright for the Loop Lumber Co., San Francisco. In 1916 she was bought by Pacific Freighters, being resold three years later to Capt. L. A. Scott, Mobile, and was lost off Arecibo, Puerto Rico, November 9, 1925.

Volant, three-masted schooner of 172 tons, was built at Fairhaven, Calif., in 1883 by H. D. Bendixsen for A. C. Tibbets, Eureka. She later had numerous changes of ownership, and was wrecked in July, 1905 on Kuskokwim Island, bound from the cannery to Puget Sound.

Volante, two-masted schooner of 125 tons and 160 M capacity, was built at North Bend, Ore., in 1891 by G. L. Hobbs. On December 18, 1892, she left San Pedro for Eureka in ballast, and in February 1893 was sighted bottom up. The schooner was valued at \$20,000, there being no insurance. The wreck was located off Point Gorda by the Spreckels tug Fearless, and towed to San Francisco. When righted, the master's body was found in the cabin. The schooner

was repaired and put back in service, and was owned in 1906 and 1907 by Capt. Backland and associates of Seattle. She was sold in 1917 to the Pacific Mild Cure Co., and later to Karl Hansen, Seattle, dropping from registry in 1935.

Volunteer, four-masted schooner of 585 tons, was built at Hoquiam, Wash., by T. McDonald in 1887 for A. M. Simpson, and was wrecked with loss of 3 lives on June 5, 1906, at Bodega, Calif.

W. F. Jewett, three-masted schooner of 476 tons, one of the largest of her rig built on the Pacific coast, was launched at Port Ludlow in 1887 by Middlemas & Boole, and was owned by Joseph Knowland, San Francisco. The Gardiner Mill Co. sold her in 1926, after she had been laid up for five years. On a rum-running expedition, the schooner was beached in Magdalena Bay in August, 1928, and the wreck has since been chopped up for fire-wood by the natives of that treeless coast.

W. H. Dimond, barkentine of 390 tons, was built by Turner at San Francisco for J. D. Spreckels for the Island trade, later being transferred to the Oceanic Steamship Co. She was sold out of the trade in 1905, and was converted to a schooner by the Alaska Codfish Co. She was wrecked in February, 1914, on Bird Island, Alaska.

W. H. Marston, five-masted schooner of 1169 tons and 1400 M capacity, was built at San Francisco in 1901 by W. F. Stone & Son for the Island trade, being managed by Welch & Co., San Francisco. Their fleet was sold to the Matson Line in 1908, and the schooner was resold to Charles Nelson, passing about 1912 to Portland, Ore., owners. In 1919 she was bought by J. M. Scott, Mobile, and foundered in 26° 40' N, 88° 08' W on December 10, 1927, the crew being taken off safely.

W. H. Meyer, two-masted schooner of 246 tons, was built at San Francisco in 1869 by George Buchart for A. C. Temmery and Catherine Meyer of that port, costing \$30,000. She is later listed as a brig, indicating that she was probably a topsail schooner. She was later owned by Andrew Anderson, and was acquired about 1892 by James McKenna and operated as a whaler, finally dropping from registry about 1895.

Editorial

THE nation has reason to feel proud of the high morale of the United States Navy's personnel, officers and men. This may be largely an age of mechanical warfare, but the machine is only an idle and silent thing until it is placed in operation and controlled and directed by a human brain and human hands. It is the morale of the men behind the machine that counts in the final test and the fact that morale in the Navy is of the highest and most dependable type is a guarantee for our national security. That quality of morale does not come by chance. It is due to the fact that the Navy is mighty careful about whom it enlists. Superb physical condition and mental alertness are not considered sufficient. The applicants must be of good and wholesome character and if he fails in that respect, he is rejected. The Navy wants no bums. It knows the supreme value of character.

Parents whose sons enlist can feel that their boys are in good company and in a clean and wholesome environment. Moreover the United States Navy is one of the greatest technical schools in the world. It offers a golden chance for the young man to fit himself in specialized lines such as radio, mechanics, seamanship and other fields. Training in more than 50 such vocations is offered. An enlistment or two in the Navy, for instance, is a real asset to the young man who has his mind on a merchant marine career. Or if he prefers to remain in the Navy, he can work his way up to the highest non-commissioned rank and retire on a mighty comfortable pension at an age when the average man is badly worried about employment and finances.

The Soviet steamship Nevastroy, now in Seattle, is a former American ship built at the first World War yard of the Todd interests in Tacoma. She was launched as the Bellingham.

Vital national problems will be discussed at the Propeller convention in San Francisco, October 21 to 24, inclusive.

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Pacific Coast-Built Sailers 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 33

W. H. Talbot, four-masted schooner of 816 tons and 1000 M capacity, was built by Hall Bros. at Port Blakely in 1891 for A. H. Paul, San Francisco, although the managing ownership later passed to her builders. In 1924 she was sold to N. H. H. Borreson, San Francisco, took a cargo of lumber to China, and was sold there for breaking up.

W. J. Patterson, four-masted schooner of 645 tons and 800 M capacity, was built at Aberdeen, Wash., in 1901 by J. Lindstrom, for J. R. Hanify, San Francisco. In 1918 she was bought by J. M. Scott, Mobile. In November, 1923, she was sold at auction, damaged, for \$100 at Beaumont, Tex., and was broken up.

W. S. Bowne, three-masted schooner of 421 tons, was built at Port Blakely in 1885 by Hall Bros. for A. H. Paul, San Francisco, dropping from registry in 1891.

W. S. Phelps, two-masted schooner of 101 tons, was built at Port Madison, Wash., by Olaf and H. R. Reed in 1870 for Beadle & Co., San Francisco, and was afloat in 1900.

Watson A. West, four-masted schooner of 818 tons and 1200 M capacity, was built at Aberdeen, Wash., in 1901 by McWhinney & Cousins, for Slade & West, San Francisco. The schooner was sold to Pacific Freighters in 1917. In January, 1919, she put into Uraga, Japan, with sails and rigging damaged, bound from Soerabaya to San Francisco, but was repaired and proceeded. On her last voyage she left Grays Harbor for San Pedro on February 10, 1923, and went ashore on San Miguel Island on the 23rd. The crew of 10 rowed to Santa Barbara, where they landed the next

day.

Wawona, three-masted schooner of 468 tons and 630 M capacity, was built at Fairhaven, Calif., in 1897 by Bendixsen for Dolbeer & Carson, Eureka and San Francisco. In 1914 the schooner was bought by the Robinson Fisheries Co., Anacortes, Wash., and has fished every year since, except 1921 when she went salmon packing. Her aggregate catch through 1940 amounts to 6,830,400 cod, which is probably a world record for any vessel.

Web Foot, barkentine of 361 tons, was built at North Bend, Ore., in 1869 for A. M. Simpson, San Francisco, his brother, R. W. Simpson, being listed as master-builder. The vessel was under schooner rig in 1900. She was abandoned on November 21, 1904, off Tillamook Light, Oregon.

Western Belle, barkentine of 275 tons, was built at Eureka by E. & H. Cousins in 1867, and was lost with all hands on her maiden voyage.

Western Home, two-masted schooner of 135 tons, was built at Maine Prairie, Sacramento River, Calif., by Ludwig Mortensen in 1874 for I. C. Merrithew of that city. She was later owned at San Francisco by D. Steffens, and was wrecked November 13, 1904, at the Coquille River, Oregon.

Western Shore, ship of 1177 tons, was a three-skysail yarder built at North Bend in 1874 for A. M. Simpson, T. B. Knowles, and Capt. J. W. McAlle, her master, costing \$86,000. A. M. Simpson designed the hull, R. W. Simpson drew the sail-plan, and John Kruse was master builder. The ship was lost on Duxbury Reef in July, 1878, bound to San Francisco from Puget Sound with

coal, and was insured for \$50,000. Her performance at sea was a credit to her builders. In 1875 she sailed from San Francisco to Astoria in two days and a few hours, beating the steamer Oriflamme. In 1876 she went from Portland to Liverpool in 101 days, and in 1877 from San Francisco to Liverpool in 103 days and back in 110 days. She is also credited with a 97-day passage from the Columbia River to Liverpool, and the three fastest consecutive runs on record for this route.

Wilbert L. Smith, four-masted schooner of 848 tons and 950 M capacity, was built at Ballard, Wash., by Thomas C. Reed for the Globe Navigation Co., Port Townsend, being launched fully rigged March 5, 1902. She cost \$60,000, and was commanded for many years by Capt. A. S. Ross, who made the run from Osaka to Port Townsend in her in 23 days in 1905, and in 1912-3 took her to Callao in 59 days and back in 35 days, the voyage taking 4 months 13 days, including 12 days loading on Puget Sound. The whole Globe fleet was sold to the Port Blakely Mill Co. in 1914 at a bargain price, they selling the Smith for \$50,000 to H. M. Turner, Mobile, in 1916. She subsequently was sold to French owners, and was destroyed by explosion and fire in the coal trade a few years later.

Wildwood, ship of 1099 tons, was built at Port Madison, Wash., in 1871 by A. J. Westervelt for Meiggs & Gawley. She was launched on June 3rd, after sticking on the ways, and cost \$80,000. In December, 1872, she was sold to C. L. Taylor, San Francisco, for \$75,000. A few years later she came under the ownership of J. Henry Sears, Boston, and was converted to bark rig about 1880. In 1885 she was owned in Gloucester, Mass., and the following year was acquired by a salmon-packing company of San Francisco, who continued as owners until her loss at Nushagak about 1895. The Wildwood had a good sailing record, making the passage from San Francisco to Burrard

Inlet in 5 days in 1873, from there to Melbourne in 49 days, and return to San Francisco from Newcastle in 57 days. The following year she sailed from Cebu to San Francisco in 48 days.

Wm. Bowden, four-masted schooner of 778 tons and 900 M capacity, was built at Port Blakely by Hall Bros. in 1892 for their own management. Her last years of trading were full of hard luck. In January, 1919, she put into San Francisco, leaking, bound from Port Blakely to Sydney, and repairs took two months. In February, 1920, on another voyage to Sydney, she encountered a hurricane which loosened the deck-load and started her leaking again; both the donkey engine and gas pump broke down and she ran short of water; she was eventually picked up off Wreck Bay with a 30° list and 6 feet of water in the hold, arriving at Sydney March 6th, 91 days out of Astoria. On the return passage from Fiji to Puget Sound, she got ashore at the Quillayute River, south of Flattery, 32 days out; but was pulled off the next day. She was laid up at San Francisco after arrival from Tonga in April, 1922; in 1925 was sold to Los Angeles owners as a fishing barge; and was wrecked at Redondo Beach February 12, 1926.

William Carson, four-masted barkentine of 890 tons, was built at Fairhaven, Calif., in 1899, doubtless by Bendixsen for Dolbeer & Carson; but she had a very short career, being listed in Lloyd's Register, 1900, as "beached after collision, December, 1899."

HALIBUT SEASON COMES TO CLOSE

Halibut fishing in the North Pacific closed at midnight last Sunday, 75 to 80 fishing vessels being on the banks at the final hour. The closing of the season was ordered by the International Fisheries Commission. The halibut power schooners will now go into winter quarters until April 15, 1942.

Preservo



Swanfeldt Tent & Awning Co.
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Waterproofs and Preserves Canvas

On ship board, on the dock, there are a thousand uses for canvas and paulins, and Preservo offers the means of making all of this material absolutely waterproof and enables it to render one hundred per cent duty, both from the standpoint of protection and that of canvas life. Preservo treated canvas is unaffected by either fresh or salt water. Beating storms cannot force their way through it. It protects under all weather conditions. Ice will not cling to it. Tropical moisture and its rot and mildew will not affect it. As a money saver, as an economy measure, its use is imperative on all paulins, sails, nets and other canvas used on ship board or on shore.

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San Francisco, Calif.

Pacific Coast-Built Sailors 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 34

Wm. Nottingham, four-masted schooner of 1204 tons and 1300 M feet capacity, was built by Reed at Ballard in 1902, another unit of the fleet of the Globe Navigation Co. In October, 1911, she was dismantled out of Astoria for Callao; the crew was taken off by the schooner David Evans, and the wreck was towed to Astoria by the tug Wallula and repaired. She ran from Tientsin to Puget Sound in 32 days in 1904-5. The Wm. Nottingham brought \$60,000 from Norwegian owners in 1916, she having cost \$75,000 to build, and the entire Globe fleet of five vessels having gone for \$90,000 in 1914. In 1922 she was laid up at Port Townsend, and was converted to a barge a couple of years later. She is still afloat as a telephone cable repair barge on Puget Sound.

William Olsen, four-masted schooner of 523 tons and 700 M capacity, was built at Alameda in 1900 by Hay & Wright, and owned by N. H. Hickman, San Francisco. In 1918-9 she sailed from San Francisco to Auckland, N. Z., in 43 days, but on the return voyage was wrecked without loss of life on Nihau Island, Hawaii, April 21, 1919.

William Renton, three-masted schooner of 447 tons and 575 M lumber capacity, was built at Port Blakely in 1882 by Hall Bros., and was the largest schooner then built on this coast. She was managed at San Francisco by J. J. Smith. In 1911 she was owned by Morris Marcus, San Francisco, and subsequently seems to have gone under Mexican registry.

William F. Bowne, schooner, probably two-masted, of 136 tons, was built by John Kruse on the Umpqua, Ore., in 1864, costing \$16,000, and dropped from registry about 1880.

William F. Garms, four-masted schooner of 1094 tons and 1300 M capacity, was built at Everett, Wash., in 1901 by C. G. White. She was owned by Sanders & Kirchmann, and later by Olson & Mahony, San Francisco. In December 1913 she was dismantled off Flattery, bound to Santa Rosalia with lumber, but was picked up and towed to Seattle, and repaired under the ownership of the Rolph Navigation & Coal Co., and the new name Golden State. In 1920 she was sold to L. A. Scott, Mobile. The schooner Golden State was burned in 29° 29' N, 85° 50' W, on February 17, 1922, the crew being rescued.

Wm. F. Witzemann, four-masted schooner of 473 tons, was built at Fairhaven, Calif., in 1887, prob-

ably by Bendixsen, for James Madison, San Francisco. The schooner was later owned by L. Fjord, and was wrecked 4 miles north of Bolinas, Calif., February 5, 1907.

William G. Irwin, brigantine of 348 tons, was built by Turner at San Francisco in 1881 for J. D. Spreckels as a Hawaii packet, later being transferred to the Oceanic Steamship Co., which was largely owned by the Spreckels family. The brigantine appears several times in the list of fast passages, her best being from San Francisco to Kahului in 8 days, 17 hours in 1881. When sold out of the Island trade, she went to the Tacoma & Roche Harbor Lime Co., they selling her for \$28,000 to Capt. Alex Woodside in 1917 for the offshore copra trade. She was rigged as a three-masted schooner of 400 M capacity; was taken over a year or so later by the Bank of Italy; and was laid up at San Francisco in July, 1920, after arrival from Samoa. Two years later she was reported going to pieces rapidly, and was shortly thereafter sold to Famous-Players-Lasky and burned at Catalina, May 15, 1926.

Wm. H. Smith, four-masted

schooner of 566 tons and 750 M capacity, was built at Port Blakely by Hall Bros. for their own fleet in 1899. In July, 1917, she was sold to Burns-Philp Co., San Francisco, for \$70,000, and traded to the South Pacific until 1924. The following year she was bought by the Union Fish Co., and was operated until 1937. She has since been laid up for sale at San Francisco.

Wm. H. Stevens, two-masted schooner of 146 tons, was built at San Francisco in 1869 by and for James McDonald, dropping from registry about 10 years later.

William L. Beebe, three-masted schooner of 296 tons, was built at Port Ludlow by Hall Bros. in 1875. She was owned by J. J. Smith, San Francisco, and was commanded for a time by Capt. J. C. Eschen. In 1878 she ran from Honolulu to Port Townsend in 11 days, 18 hours. The schooner was wrecked three miles south of the Cliff House on December 10, 1894, bound to San Francisco from Port Blakely.

Willie R. Hume, four-masted barkentine of 665 tons, one of the first of her rig on the Pacific, was built at North Bend, Ore., in 1890 for G. W. Hume, San Francisco. She was wrecked at Point Santa Maria, near Topolobampo, Mexico, in February, 1911, with the loss of one man of her crew of 9.

With Puget Sound products, the freighter Panaman sails for the East Coast next Tuesday.

With the last catches of the season, halibut vessels streamed into Seattle this week.

BOARD DELIVERS 104 OUT OF 788

The latest ship construction progress report of the Maritime Commission's Construction Division, made public last week, reveals that out of a total of 788 new merchant and naval auxiliary ships ordered for all purposes and being built under the auspices of the commission, 104 ships have been completed up to September 1. The report also shows that 34 keels of the rapidly building "Liberty Fleet" were laid up to the same date. A summary of other data shown on the progress report indicates that 25 vessels are nearing completion. Of this number eight will be delivered during September.

EXPLORER GOING TO THE ISLANDS

For a season of work in Hawaiian waters, the United States Coast and Geodetic Survey's noted survey steamship Explorer will sail from Seattle for the Islands October 18, under the command of Comdr. F. B. T. Siems. Prior to her departure she will be given a complete overhaul. After making surveys of shoals to the westward of Hawaii, she will return to Seattle in December. The Explorer, built by the Lake Washington Shipyards in 1939, is famed as the world's most modern survey ship.

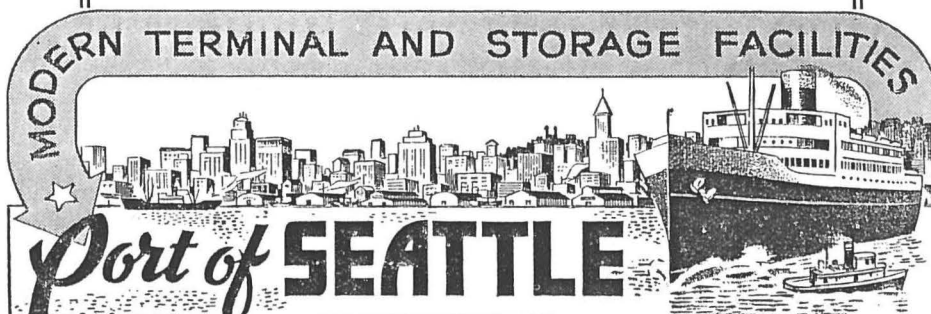
The Marine Digest is devoted exclusively to maritime interests.

PLANNING *with* FORESIGHT

Thoughtful planning and modernization of Port of Seattle facilities and services very fortunately placed Seattle in a position to serve the great emergency needs of National Defense.

Great ports build great cities, and the watchword of the present should be to plan intelligently with a view to the needs and opportunities of the future.

SUCH IS OUR PROGRAM



Pacific Coast-Built Sailors 1850-1905

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 35

Willis A. Holden, four-masted schooner of 1188 tons and 1300 M capacity, was built at Ballard, Wash., in 1902 by T. C. Reed for the Globe Navigation Co., costing \$75,000. In December, 1907, she was towed into port rudderless by the steam schooner Charles Nelson, her cargo having shifted; in February, 1911, she was dismantled on a passage from Tacoma to Valparaiso, and was repaired at San Francisco; and in February, 1914, she was picked up by the U. S. R. C. Snohomish and towed leaking to Port Townsend on a voyage from Manila. She was sold in 1914 for \$20,000 to the Port Blakely Mill Co., and brought them \$60,000 two years later from owners in Pensacola, Florida. Her register was abandoned there in 1931.

Winchester, two-masted schooner of 118 tons, was built at Prosper, Ore., 1893, for Wm. Bendt, San Francisco, and was afloat in 1900.

Wing and Wing, two-masted schooner of 141 tons, was built at San Francisco in 1881 by C. G. White for A. M. Simpson. She was later owned by the Union Oil Co. as a barge, her register being abandoned in 1921.

Winslow, four-masted schooner of 566 tons and 750 M capacity, was built at Port Blakely by Hall Bros. in 1899 for their own fleet, and was sunk off Sunday Island on June 6, 1917, bound from Sydney to San Francisco via Apia, by the German raider Wolf.

Wrestler, barkentine of 470 tons and 575 M capacity, was built at Port Ludlow by Hall Bros. in 1880 for C. Schnauer, San Francisco. She was later owned by Olson & Mahoney, her register being abandoned in 1922.

York, two-masted schooner of 231 tons, was built by Turner at Benicia in 1900 for the Alaska Commercial Co., San Francisco. She had short life, but her end has not been recorded.

Z. B. Heywood, two-masted schooner of 107 tons, was built at Port Ludlow by Isaac Hall in 1873 for Samuel H. Harmon and others of San Francisco. She was wrecked at Navarro, Calif., in January, 1888.

Zampa, three-masted schooner of 385 tons and 500 M capacity, was built at Port Madison, Wash., in 1887 by Hughes for G. S. Hinsdale, San Francisco, and was subsequently owned by J. R. Hanify, and after 1918 by Swayne & Hoyt. Her last days were hard; in July, 1914, she put into Honolulu leaking, bound from Papeete to San Francisco; in March, 1919, she arrived at San Francisco from Samoa

leaking, and half the crew sick; in April she sailed for Samoa again, and had to be towed back leaking from a dangerous berth three miles off Santa Cruz; in February, 1921, she put into Honolulu leaking, bound from Samoa to San Francisco. In 1921 the schooner was sold to Hawaiian owners, and she spent the next years trading between Hawaii and Grays Harbor, finally being wrecked April 26, 1926, three miles north of Honolulu, while leaving that port for Aberdeen.

(THE END)

LOSS OF THE NOMAD, A TRAGEDY OF 1897

Further details of the loss of the four-masted schooner Nomad in 1897, one of the North Pacific tragedies of the so-called Roarin' Nineties, have been obtained by this publication as an addenda to Mr. Lyman's list. All aboard perished, including Capt. John W. McAlle, the master; his eldest son, Weston C. McAlle, and his daughter, Helen A. McAlle, all well-known residents of Seattle. The Nomad was lost on her maiden voyage. She was built at Port Blakely by the Hall Brothers yard and much of the additional information on the disaster has been obtained from James W. Hall, last superintendent of the historic plant.

As told in the Marine Digest of July 12, last, the Nomad was a four-master of 565 tons, built by Hall Brothers for their own account. In late June or early July, 1897, Nomad sailed from Puget Sound with a lumber cargo for China, gaily flying the Hall Brothers flag—a tapering, swallow-tailed banner, the left half blue, the right half red, with a white "H" in the center.

The Nomad made a smart voyage to China, delivered her cargo, and then set sail from Shanghai December 6, 1897, on the return leg to Puget Sound. Weeks and months passed, but there was no word of the schooner. Then one day the vessel's capsized hull drifted ashore on the northeast coast of Hawaii. All hands had perished, including the master, his son and daughter, bringing tragedy to Seattle and other Puget Sound homes. Mr. Hall remembers the day the Nomad sailed from the Sound on the voyage from which she was never to return. She was a smart-looking vessel, a good sailer, and as she passed down the Sound on her way to the Cape, no

one dreamed that every hour was bringing her close to a tragic end.

Capt. John W. McAlle, the master, was one of the veterans of the North Pacific sailing fleet. Born in Lubec, Maine, in 1838, he had come to the West Coast in 1863, according to Lewis & Dryden's Marine History of the Northwest, and was first employed on the bark Ork, running to Coos Bay, Oregon. He then joined the fleet of the A. M. Simpson lumber interests, commanding in turn the brigs Arago and Orient, the schooner Enterprise, the steamers Eastport and Empire and the ship Detroit. Subsequently he was master and part owner of the ship Western Shore, 1177 gross tons (see Marine Digest of September 20, last). He then retired from the high seas for a time, coming to Seattle and in 1891, 1892 and 1893 was master of the city's first fireboat, the Snoqualmie, stationed at the foot of Madison Street. He returned to deep water as master of the Alaska steamship Chilcat, operating from Seattle, commanding that vessel in 1894, 1895 and 1896. He then joined the Hall fleet, and, as stated, was lost in the Nomad disaster. He had taken his son, Weston, along as donkeyman, and his daughter, Helen, as a passenger.

Capt. McAlle was survived by his widow, Mrs. Teresa McAlle, and also by a brother, Capt. William J. McAlle, a widower. A number of years after the Nomad disaster, Mrs. Teresa and Capt. William McAlle were married. Both passed away years ago. Capt. William, like his brother, Capt. John, was a noted sailing shipmaster. He also was born in Lubec, Maine, and followed his brother to the Pacific Coast in 1864. He served in the A. M. Simpson lumber fleet for 22 years, commanding well-known sailers, and then joined the Hall Brothers fleet in the middle 1880s commanding such sailers as the Corona in 1897 and later the Endeavor. He was master of the Corona when the Nomad sailed on her ill-fated voyage. At that time Capt. William had become the commodore of the Hall fleet and as such was privileged to fly the Hall house flag with a white star in the upper left corner. When the Halls built the schooner Endeavor, the Christian Endeavor Society, a religious organization, was holding its national convention in California. The Halls built so many vessels, 108, that the selection of names was sometimes a problem. Seeing the name of the religious organization, it struck them that Endeavor would be an appropriate name for the new ship and she was so christened, it is recalled by James W. Hall. He also recalls the interesting fact that the schooners Nomad, Endeavor and Annie M. Campbell were all built from the same lines. The Annie M. was named for the

wife of James Campbell, pioneer lumberman, who died recently.

Another Lyman List to Come

With this week's installment. The Marine Digest completes publication of Mr. Lyman's valuable compilation of the sailing ships built on the Pacific Coast, 1850-1905. In a few weeks, publication will begin of another list of sailers compiled by Mr. Lyman in years of research work. It will cover the sailing ships which have played a prominent part in Pacific Coast maritime history, but which were built on other American coasts or in foreign ports.

EXAMINER FINDS AGAINST BRIDGES

Judge Sears, presiding examiner at the Federal government's deportation proceedings against Harry Bridges, longshore labor leader of this Coast, submitted his findings to the Department of Justice last Monday, holding that Bridges should be deported. Judge Sears held that the trial evidence proved Bridges had connections with the Communist party and that the party advocated violent overthrow of the American government and hence Mr. Bridges, as an alien, should be deported. Bridges has recourse to an appeal from the examiner's decision and it may take a year to end the case. He is a British subject, having come to this Coast from Australia.

MAUNA ALA WILL COME HERE DIRECT

Coming direct from the Hawaiian Islands, instead of via California, her regular route, the Matson steamship Mauna Ala will arrive in Seattle October 14 with a full cargo of canned pineapple, molasses and other products of Uncle Sam's midpacific territory. By sending the vessel to Seattle direct, the Matson Line will be able to get her back on her regular schedule. After discharging in Seattle and Tacoma, she will load a capacity cargo of Northwest products for the islands, sailing October 24.

The Nippon Yusen Kaisha had its 65th anniversary Tuesday and this was its first month in 45 years it didn't have a liner in Seattle.

High prices for soupfin shark livers are adding to the profits of Seattle's fishing fleets. Wednesday the price advanced to \$6 a pound on the Seattle Fish Exchange, Pier 8.

National Propeller convention in San Francisco, October 21 to 24, inclusive! All aboard!

Pacific Coast-Owned Sailors That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INTRODUCTION

The series just concluded in The Marine Digest enumerated the sailing vessels built on the Pacific Coast from 1850 to 1905. The present list will continue the history by covering the sailing vessels built elsewhere that have been owned on this Coast since 1900. In a future series The Marine Digest hopes to complete the record by taking up the sailors and auxiliaries that were built on the Pacific Coast after 1905, particularly those of the first World War period and its aftermath, 1917 to 1921.

As in the preceding list, all tonnages given are gross unless otherwise stated, and lumber capacities are also included wherever known. It will be noticed that in this latter respect the Atlantic-built square-riggers compared unfavorably with West Coast vessels. The lumber capacity of the Coast-built vessels, in units of 1000 board feet, was about 25 per cent greater than their tonnage; for British-built square-riggers it was roughly equal to the tonnage; but for the East Coast wooden square-riggers it was about 25 per cent less.

This consideration, together with the larger crews necessary to operate the square-rigged vessels, meant that these vessels could not be run in competition with Coast-built schooners unless their initial cost was considerably less; and as a result many of the vessels were of advanced years by the time they were bought by Pacific Coast owners. By 1900, however, practically every square-rigger left under American registry was owned on the Pacific Coast, being operated either in the lumber trade, the North Pacific whale fishery, the Hawaii sugar trade, or the Alaska salmon fishery.

With regard to the foreign-built vessels in the list, it will be remembered that until 1914 the law prohibited granting United States registry to a foreign-built ship unless she had been wrecked in American waters and repaired in an American shipyard, the cost of such repairs to be at least three-fourths of her total cost when so repaired. For this reason, many foreign-built vessels, particularly iron and steel ones, were operated by Pacific Coast owners under Hawaiian or Canadian registry. When the Islands were annexed in 1900, the Hawaiian vessels came under the American flag, and upon the outbreak of war in August, 1914, the law was changed to permit American owners to put their ves-

sels under the protection of the Stars and Stripes.

In the pre-1914 period, an owner with friends in Washington was occasionally able to persuade Congress to grant United States registry by a special Act; and several examples of this will be noticed in the list.

The careers of many of the American-built wooden ships in the following list have been covered at greater length by the late F. C. Matthews in his great work, "American Merchant Ships," but in the interests of completeness the details are briefly repeated in the following accounts. Lubbock's "Downeasters" also takes up a few vessels; these two books contain practically all that has ever been written on the subject of Pacific Coast sailing ships since Lewis & Dryden's "Marine History of the Pacific Northwest."

As in the list just concluded, further additions by old-timers and others remembering any of the vessels mentioned will be welcome.

Tunney Speaks at Kick-off of Defense Chest

A kick-off breakfast, Thursday morning at the Eagles Auditorium, signaled the opening of the greatest campaign ever undertaken by the citizens of Seattle in the name of welfare and defense. It's the Greater Seattle Defense Chest Drive to raise \$865,469 by November 7. The money all to be spent for human welfare and national defense services.

The campaign has attracted a grand army of some 7500 workers under the direction of R. Kline Hillman, campaign chairman. Highlight on Thursday's kickoff breakfast program was big Gene Tunney, the former heavyweight champion of the world, a lieutenant-commander in the U. S. Naval Reserve.

Several weeks ago, when it became known Tunney was coming West on a recruiting trip, Defense Chest officials wired him an invitation to attend the breakfast and make an informal talk. He gladly accepted. Lt. Commander Tunney is in charge of the physical development program of all naval units.

Subscribe to The Marine Digest

EDITORIAL COMMENT

Hitler Warring on America

IN attacking American naval vessels Germany has formally declared war on the United States and regardless of all the hysterical utterances of self-styled isolationists, a state of war now exists between the two countries. All that remains is for Congress to adopt a resolution to that effect. Thus history repeats itself. In the first World conflict Germany repeatedly committed acts of war against the United States while we were still neutral. Under orders from the Kaiser's government, Germany sent her paid agents into this country to dynamite industrial plants, burn ocean terminals and place time-bombs in cargoes loaded in our ports—all deadly acts of war. A number of the agents were caught, tried, convicted and sentenced to prison; they should have been hanged. We stood for a lot of dirty work in those days. Finally Germany became so raw in waging war against us in violation of all treaties that we reached the point where self-respect compelled us to recognize the fact that a state of war existed between the two nations. The Senate passed the necessary resolution. That resolution was not a declaration of war; it was merely an official recognition of the fact that Germany had started a fight with us. Now Hitler is traveling the same road along which the Kaiser's Germany marched to destruction.

Our isolationists continue to cry "peace, peace," even now when peace has gone overboard, and Hitler's submarines are shooting at our Flag. The influence of the Congressional leaders of the peace-at-any-price group is, however, waning rapidly. The discovery that a number of those leaders have allowed German organizations to use their post office franking privilege for the broadcasting of Fifth Columnist propaganda, free of cost, has shocked the moral sense of the American people. Even the Copperheads of ill-fame never descended to a lower or more dishonorable level. The act granting the franking privilege to Congressmen, it will be recalled, puts them on their honor to use the privilege only for their own official business. The honor of the gentry in question is well soiled now, and they are headed for political oblivion. We Americans are an extremely patient people but there is a limit to our patience with soiled Congressmen and with Nazi murderers.

Our Navy Day Observance

MONDAY is Navy Day and the whole nation will join in an observance that has become one of the great annual events in the affairs of the Republic. Because of the critical international situation, the celebration this year will have a greater appeal to the people than ever before, for there is one thing on which the vast mass of Americans are agreed, irrespective of party affiliations, and that one point of agreement is this: That so long as we have one of the world's strongest and most efficient Navies, our shores, our homes and our lives are safe from any aggressor. In short, the Navy is this Republic's greatest insurance policy.

Americans have never had to blush for our Navy. On the contrary, both in peace and war, we always have been able to take a tremendous pride in its record of heroism, efficiency and achievement. Officers and men have met the test of war repeatedly during the existence of this Republic, and they have met it grandly. In brief, officers and men always have represented the highest type of loyal citizenship and this is true of

(Continued on Page 8)

Pacific Coast-Owned Sailors That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 1

A. J. Fuller, wood ship of 1848 tons and 1360-M feet lumber capacity, was built in 1881 at Bath, Maine, by J. McDonald for Flint & Co., New York. In 1899 she was sold with the rest of the Flint fleet to the California Shipping Co., San Francisco, and was resold in 1909 to the Northwestern Fisheries Co., Seattle, to operate in connection with their Alaskan salmon canneries. On October 30, 1918, while lying at anchor in Seattle Harbor, having just arrived from Bristol Bay with a \$500,000 cargo of canned salmon, the ship was run down and sunk by the steamship Mexico Maru. Value of the Fuller at the time was placed at \$250,000.

Abbie M. Deering, wood two-masted schooner of 101 tons, was built at Kennebunk, Maine, in 1883 for the Gloucester cod fishery. She came to California in the late '90's, made a voyage to Alaska codfishing in 1900, and was wrecked in Aputan Pass, Wash., on September 4, 1903.

Abner Coburn, wood ship of 1972 tons and 1450-M capacity, was built at Bath by Wm. Rogers in 1882 for his own account. In 1900 she was bought by the California Shipping Co., and was sold by them in 1912 to Libby, McNeill & Libby, Seattle. The ship operated in annual voyages to Bristol Bay until 1923, after which she was laid up at Seattle, and was burned for scrap about 1929.

Academy, wood schooner of 114 tons, was built at Baltimore, Md., in 1875, for the Coast & Geodetic Survey as the schooner Earnest. After many years of service on the West Coast, she was sold in 1905 to the California Academy of Sciences, and refitted as the Academy to take a party of scientists to the Galapagos Islands. The party spent nearly a year among the Islands, the scientists serving also as crew, and obtained more information than any other expedition, before or after. The building of the Academy was destroyed in the San Francisco fire while the party was at sea, and the collections which were brought back by the schooner formed the nucleus for rebuilding. After lying up at Martinez for several years, the schooner was sold, and drops from registry soon thereafter.

Agate, wood bark of 626 tons, was built at Newburyport, Mass., in 1868 by C. H. Currier & Co. She came to San Francisco about 1900 under the ownership of the Copper River Mining & Development Co., passing in a couple of

years to the Bristol Bay Packing Co., and then to the E. K. Wood Lumber Co. She is last listed in 1910, and was probably then broken up.

Agenor, wood ship of 1487 tons, was built at East Boston by Curtis, Smith & Co., in 1870 for Boston owners. In 1905 she was sold to the West Coast Commercial Co., Bellingham, and sent to Alaska to load a cargo of salt dog salmon for Japan. Leaving Saginaw Bay in October, she turned up at Yokohama 96 days later, having practically been given up for lost. The cargo weighed out at little more than half the charter party called for, and the consignees brought suit, the shippers contending that the long passage over the southern route had caused the cargo to dry and shrink the additional amount. The ship meanwhile was sold to an American firm in Yokohama and loaded with wheat for Kobe. She was wrecked on the passage, and the underwriters were able to prove that only a part cargo had been shipped, insurance being obtained on the full amount, and that the ship had been scuttled, as the holes were found in her bottom when the wreck drifted ashore. The responsible party was sentenced to life imprisonment in 1907 for falsifying the bill of lading.

Alaska, wood bark of 340 tons, was built at Mattapoisett, Mass., in 1867 by Holmes for New Bedford owners as a whaler. In 1893 she was taken over by James McKenna, San Francisco, and a few years later was operated by S. Swift of that port. She was next sold to take miners to the Alaska diggings, and was wrecked in 1900 in Bering Sea, her owner then being B. Cogan, San Francisco.

Alden Besse, wood bark of 842 tons and 680-M capacity, was built by Goss & Sawyer, Bath, in 1871 for Capt. W. H. Besse, New Bedford. Her ownership was transferred about 1883 to Allen Noyes, Portland, Ore.; while from 1889 she was owned at San Francisco by Spreckels Bros. In 1908 she belonged to A. B. Ross, Port Townsend, and her subsequent ownership included the Crescent Wharf & Warehouse Co., Los Angeles; the Majestic Motion Picture Co. there, and the Rolph Navigation & Coal Co., San Francisco. She finally disappeared from registry about 1920.

Alexander, steam auxiliary bark of 294 tons, was built of wood at New York in 1855 by W. H. Webb, and was originally called Astoria.

She was taken around the Horn, and delivered to Russian owners in Alaska, who renamed her Alexander. In 1871 she was bought by Hutchinson, Kohl & Co., San Francisco, who had acquired the sealing rights of the Commander Islands. They sold out in 1872 to the Alaska Commercial Co., who operated the Alexander under the Russian flag until 1891, when their lease expired and reverted to a Russian company. The Alexander thereupon was sold to A. P. Lorentzen, San Francisco, and made one voyage as a pelagic sealer; she was then resold to H. Liebes, the furrier, as an Arctic whaler and fur-trader. In 1899 she came back under United States registry, and in August, 1906, while on a whaling voyage, was wrecked at Cape Parry.

Alex. Gibson, wood ship of 2194 tons, was built at Thomaston, Maine, in 1877 by Edward O'Brien for his own ownership. In 1900 she was sold to John Rosenfeld's Sons, San Francisco, was resold the next year to the California Shipping Co., and in 1911, after a 3-year lay-up, to Lewis Luckenbach, New York, for a tow-barge. She was wrecked on the New Jersey coast in November, 1915.

Alexander McNeil, wood ship of 1122 tons, was built at Waldoboro, Me., in 1869 by A. R. Reed. In 1888 she was bought by J. D. Spreckels, San Francisco, and converted to a bark for the Hawaii sugar trade; then in 1891 she went into the lumber trade under the ownership of James Brown & Co., and in November, 1902, was wrecked on Pratas Shoal while on a voyage from Manila to Puget Sound, 5 of her crew being lost.

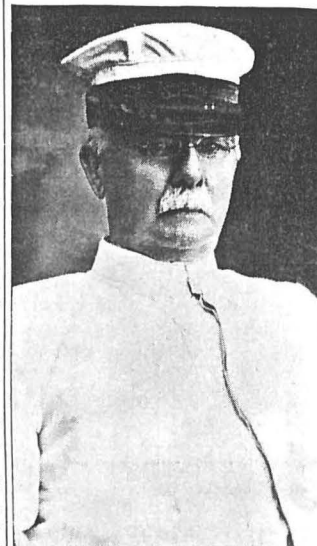
SWEDEN EXPANDS DIESEL PRODUCTION

Production of diesel engines in Sweden has expanded to a notable extent in recent years, the Department of Commerce is informed. Atlas Diesel, one of the leading Swedish machine shops, has steadily enlarged its plant while at the same time new machinery and equipment have been installed to modernize its output. Together with diesel engines, this company manufactures a number of other heavy machinery items, including air compressors, pneumatic machinery and hydraulic gears. In addition, many new articles designed for the Swedish armed forces have lately been incorporated in the company's production schedule. The large-scale shipbuilding at the Swedish yards has created a heavy demand for the company's marine engines. A further increase in the manufacture of air compressors is contemplated, as the domestic requirements of pneumatic machinery have grown in recent years, especially for ore-loading.

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BARK ALDEN BESSE HAD GREAT MASTER

MENTION of the bark Alden Besse in the accompanying list recalls the memory of a great American sailor, the late Capt. John A. O'Brien, who died at his home in Seattle in August, 1931,



CAPT. JOHN A. O'BRIEN

after a sea career that covered 67 years. He was 83 and for many years had ranked as the nestor of Pacific shipping. A great personality, colorful, picturesque and intrepid, he had been an ocean master for 63 years in sail and steam, and his close friendships included such men as Jack London, Rex Beach, and statesmen and financiers of international note, and also that wild-eyed, hard-boiled, brutal individual, James O'Malley, known to the Pacific as the "Sea Wolf." O'Malley sailed as mate with O'Brien in the China trade in the 70's. Years later, when Jack London was a passenger on an Alaska voyage in a liner commanded by Capt. O'Brien, the latter told the famous writer the story of O'Malley, and that story was the basis of London's great novel, "The Sea Wolf."

Capt. O'Brien commanded the bark Alden Besse when she operated in the China trade. On one voyage she was attacked by pirates off the China Coast. They swarmed aboard the bark, trying to carry her by storm. Capt. O'Brien, a daring and resourceful leader in any emergency, rallied his crew and then followed a battle that taught the pirates of the Orient a new respect for the American flag. It turned the sea into a red shambles, the pirates being beaten off with 53 killed and many wounded. This was only one of a number of feats of Homeric heroism in Capt. O'Brien's career.

Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT No. 2

Alice McDonald, wood three-masted schooner of 656 tons, was built at Bath by John McDonald for Flint & Co., in 1888. In 1902 she was sold to Byxbee & Clark, San Francisco, later being owned in turn by W. G. Tibbitts and G. E. Billings. After getting ashore on Point Loma, San Diego Bay, about 1910, she was laid up in an Oakland Creek "boneyard," and was too far gone to be repaired for the boom of World War I.

Alta, steel four-masted barkentine of 1385 tons and 1600 M capacity, was built at Port Glasgow, Scotland, in 1900 by R. Duncan for the management of A. P. Lorentzen, San Francisco, although she had to be registered under the Chilean flag. In 1915, the *Alta* came under U. S. registry, and in 1923 went missing with all hands after leaving San Pedro for Belingham on February 20.

America, wood ship of 2054 tons, was built at Quincy, Mass., in 1874 by George Thomas for Thayer & Lincoln, Boston. After being blown ashore at San Pedro in February, 1887, she was sold to the Pacific Steam Whaling Co. for operations in connection with their salmon canneries in Alaska. She thus passed to the Northwestern Fisheries Co., and in 1907 was sold to Capt. James Griffiths, pioneer shipping man of Seattle, and cut down to a copper ore barge. She was wrecked in False Bay, San Juan Island, Wash., in August, 1914.

Americana, steel baldheaded four-masted schooner of 900 tons and 1100 M capacity, was built by the Grangemouth Dockyard Co., Scotland, in 1892 for San Francisco interests who registered her in Hawaii under the name of Philip Braun. Under the American flag, after 1900, she was owned by the Pacific Shipping Co. She left Astoria for Sydney with lumber on February 28, 1913, and was never reported.

Amy Turner, wood bark of 991 tons and 700 M capacity, was built at East Boston in 1877 by Smith & Townsend for C. Brewer & Co. In 1898 she was sold to Welch & Co., San Francisco, and in 1908 was taken over by the Matson Navigation Co., who sold her to the Ocean Barge & Tug Co. In 1915 she was sold to a smelter in Prince Rupert, B. C., but was shortly thereafter refitted and sent to sea again under sail. In December, 1917, the *Amy Turner* was on fire at Wellington, N. Z., and was subsequently repaired as a barkentine

under the British flag. In 1923, bound from Newcastle to Manila with coal, she foundered in a typhoon to leeward of Guam. The captain, his wife, and 10 of the crew were drowned, the other 4 reaching Mindanao in the boat.

Andrew Hicks, wood bark of 303 tons, was built at Fairhaven, Mass., by J. Delano in 1867 as a whaler. Although owned in New Bedford, she was operated for many years out of San Francisco, later returning to the Atlantic. Her last whaling voyage was completed with arrival at New Bedford in 1916. In 1917 she was sold to New York owners for the foreign trade, but foundered off Cape Henry, Virginia, on December 8, 1917.

Andrew Welch, iron bark of 903 tons and 700 M capacity, was built at Port Glasgow, Scotland, by Russell & Co. in 1888 for C. Brewer & Co., Honolulu, and their associates. She passed in turn to Welch & Co., and the Matson Navigation Co., San Francisco, and in 1915 was sold to G. W. McNear and loaded with a cargo of beans for Sweden. The bark was detained in the North Atlantic by the British and ordered to Kirkwall for contraband examination, but was blown over to the German Coast, captured, and condemned. She was then sold to Swedish owners and renamed *Olga*; later to Norwegian owners as *Sophus Magdalen*; and in 1919 was rebuilt as a full-powered motorship out of Bergen, Norway, under the name *Canis*, being reported still afloat when the present war started.

I.L.A. WILL VOTE ON WAGE STRIKE

The International Longshoremen's Association, the bargaining agency in Tacoma, Anacortes, Port Angeles and 11 Alaskan ports, may tie up those shipping centers as a result of dissatisfaction with the outcome of a 10-day conference with the Waterfront Employers. Besides the ports mentioned, the I.L.A., an A. F. of L. organization, has jurisdiction over waterfront checkers and "walking bosses" in all Washington and Oregon ports. It demands a wage scale of \$1.25 an hour. A strike vote will be taken, with 3,500 men balloting, according to T. A. Thornson, West Coast secretary.

The Marine Digest is exclusively a maritime publication.

EDITORIAL COMMENT

Gen. Clarence B. Blethen

THE SEATTLE waterfront and shipping world, in particular, and the Northwest, in general, lost one of the best and greatest friends they have ever had when Maj. Gen. Clarence B. Blethen, publisher of *The Times*, died last week. The future of Seattle as a world port, especially as America's gateway to the Orient, occupied his thoughts constantly, and he was always on the alert to safeguard and foster that future. On that point this writer is in a position to speak; he was Gen. Blethen's marine editor on *The Times* for 10 years. The general's interest in the waterfront and shipping was not confined to the large enterprises; it extended to our halibut and towing fleets, as well as to offshore shipping; to the small wooden shipyard, as well as to the big steel plant. *In behalf of all these he was always ready to make the good fight.*

Many in Seattle well remember the protracted fight to protect Seattle's position as America's Gateway to the Orient, and as the great distributing center in this country for Oriental products. That fight drew an avalanche of criticism from some quarters, but *Gen. Blethen never retreated when he knew he was in the right.* The setup in that battle was this:

Except for the pending Panama Canal competition, Seattle's status as America's gateway to Japan, China, Hongkong, the Philippines and the Straits Settlements seemed secure at the end of the first World War. Seattle was well on the way to becoming the foremost American distributing center for Oriental products. Full trainloads of raw silk, peanuts, various oils and other Far East goods were being distributed to Middle West and Atlantic Coast districts.

One day in making the rounds of the foreign trade houses, this writer discovered that several of our best importing firms were planning to move to San Francisco. This was the reason: Under an amazing setup established under the United States Railroad Administration during the war, the railroad and steamship companies absorbed ocean terminal charges at San Francisco on Oriental imports *provided the imports moved out from San Francisco within a year.* But in the case of Seattle the railroads and steamship companies did not absorb ocean terminal charges *unless the freight moved out within 10 days.* No port could be a great distributing center for imports on such a 10-day limitation. It all meant that the Seattle importer had to pay the ocean terminal charges in question, and the charges amounted to tens of thousands of dollars a year. While the war lasted, the evils of this setup were not apparent, but as soon as conditions began to settle down on a peace-time basis, our importing houses either had to move to San Francisco or go out of business. A number moved and they took with them their export business as well as their import business to the tune of somewhere between 200,000 and 300,000 tons of cargo a year.

Gen. Blethen had a mind like a triphammer. When this writer reported to him what was happening to Seattle, he instantly said: "We'll fight this discrimination to the bitter end, regardless of expense. Drop everything else; concentrate on this. I want you to blast this injustice so thoroughly that those responsible won't have a leg to stand on. We'll show that Seattle can fight."

It took over a year to win that battle which became known as the "Fight or Die" battle. Gen. Blethen worked hard on it, making it a tremendous crusade to safeguard Seattle. We ran into an endless mess of bureaucratic red tape. Gen. Blethen personally broke through it repeatedly. He appeared before the Transcontinental Bureau in Chicago; he took the problem up

(Continued on Page 8)

Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT No. 3

Andromeda, iron barkentine of 1243 tons, probably four-masted, was built in Liverpool, England, by T. Royden in 1862 as the ship *Kenyon*. In 1901 she was sold to Norwegian owners, and a couple of years later came under the ownership of the Charles Nelson Co., San Francisco, as the barkentine *Andromeda*. Laid up about 1908, she eventually became the coal barge *King No. 1*, and could be seen a couple of years ago in San Francisco Bay.

Annie Johnson, iron vessel of 1049 tons and 1000 M capacity, was built at Harrington, England, by Williamson in 1872 as the ship *Ada Iredale*. In October, 1876, while bound from Scotland to San Francisco with coal, she was abandoned afire 1900 miles east of the Marquesas. The wreck, still burning, was towed into Papeete in June, 1877, and in 1878 was sold at auction to Andrew Crawford, San Francisco. He sent Capt. I. E. Thayer down to supervise the repairs, and Thayer was able to fit the vessel for sea with the aid of only the most primitive of equipment. At San Francisco complete repairs were effected, and on June 9, 1880, a special Act of Congress awarded U. S. registry to the vessel as the bark *Annie Johnson*. After Crawford failed in 1892, the bark was bought by the Spreckels Bros., and in 1901 was exchanged for stock in the newly-incorporated Matson Navigation Co. About 1912 she was rigged as a four-masted schooner, and in 1916 was given oil engines. In 1926 she was sold by Matson to Capt. L. Ozanne, Papeete, who renamed her *Bretagne*, and employed her in the South Sea trade with a native crew. In October, 1929, shortly after leaving Vancouver for Suva, the old ship struck a floating log, knocked a hole in her bow, and had to be abandoned in a sinking condition.

Annie M. Reid, steel four-masted bark of 2165 tons, was built at Port Glasgow, Scotland, in 1892 for Troop & Son of St. John, N. B., and was originally called *Howard D. Troop*. In 1912 she was bought by James Rolph, San Francisco, and was renamed *Annie M. Reid* for his wife, coming under U. S. registry in 1914. Her last sail voyage took her from San Francisco to Melbourne in 1920, from there to Newcastle to load for Antofagasta, Chile; and then to Iquique, where she loaded nitrate for Honolulu. She arrived at San Fran-

cisco in June, 1921, 33 days from Hawaii with 2500 tons of sugar, and was then laid up at Alameda, where she was finally broken up in 1935.

Antiope, iron ship of 1496 tons and 1200 M capacity, was built at Port Glasgow, Scotland, by J. Reid in 1866. After being captured during the Russo-Japanese War running the blockade to Vladivostok, she was sold to Capt. P. J. R. Mathieson, who took command and registered her in Victoria, B. C. Shortly before World War I she was sold for a hulk in New Zealand, but was later refitted as a bark. In 1916 she was ashore near Bluff, N. Z., but was salvaged and again refitted. After being damaged by fire in Delagoa Bay in January, 1921, she was converted to a storeship at Beira, Africa, where she was in use a few years ago.

Archer, iron barkentine of 900 tons and 800 M feet lumber capacity, was built at Sunderland, England, in 1876 by R. Thompson as a bark. In 1894 she was dismantled off Cape Flattery, and was sold to Capt. Rufus Calhoun, who refitted her at Port Blakely as a barkentine and secured passage of an Act of Congress on January 16, 1895, granting her U. S. registry. About 1898 she was sold to Welch & Co., San Francisco, and in 1907 resold to the Tacoma & Roche Harbor Lime Co., who converted her to schooner rig and installed a producer gas engine. In 1915 she was chartered to take lumber to New York, but instead arrived at San Pedro in distress. Her cargo discharged, she was sold to C. H. Smith, and shortly resold to Swayne & Hoyt, San Francisco, who renamed her *Marie* and installed an oil engine. In 1918 she was sold to Manila owners, and was listed as owned there until 1936, when she was wrecked.

Aryan, wood ship of 2123 tons, the last full-rigged ship built in the United States, was launched at Phippsburg, Maine, in 1893 by C. V. Minott. Eugene P. Carver of Boston became sole owner of the vessel in 1901, and he took pride in operating her, even at a loss, as the last sailing vessel in the inter-coastal trade. Early in 1918 she was sold to L. A. Pederson, San Francisco, but had to be abandoned afire on December 24, 1918, on a passage from New Zealand to San Francisco with a cargo of tallow and hemp. Two boats and their crews got safely to Chatham Island, but the second mate's boat

with 10 men was never seen again.

B. P. Cheney, wood bark of 1322 tons and 1000 M capacity, was built at Bath, Maine, in 1874 by Goss & Sawyer as a full-rigged ship. As a bark, she came to San Francisco in 1893 under the ownership of Capt. George Plummer, later passing to the Naknek Packing Co. Her last voyage salmon packing was made in 1920, after which she was laid up at Antioch, Calif., and went to pieces, her registry being abandoned in 1929.

Baroda, steel bark of 1417 tons, was built by McMillan of Dumbarton, Scotland, in 1891. She dropped from registry through fire or dismasting about 1903, but reappeared during World War I as a barge owned by Capt. James Griffiths out of Vancouver. In 1921 she was operated under tow between Balboa and San Francisco.

Battle Abbey, iron ship of 1559 tons and 1300 M capacity, was built at Liverpool, England, in 1875 by Royden. In 1910 she was sold to James Rolph, San Francisco, being registered in the name of A. P. Rolph, Greenock, and was abandoned afire on December 30, 1913, on the passage from Newcastle, N.S.W., to Vancouver.

Bear, wood steam-auxiliary barkentine of 703 tons, was built at Greenock, Scotland, in 1874, by A. Stephen as a Newfoundland sealer. With the *Thetis*, she was bought by the United States in 1884 for the relief of the Greely expedition, and at the completion of that task was brought to the Pacific and transferred to the Revenue Cutter Service for Alaskan patrol duties. In 1926 she was retired from the Coast Guard and presented to the city of Oakland, who sold her for \$1000 to Byrd in 1931 for his second Antarctic expedition with the condition that she be renamed *Bear* of Oakland. In 1939 she was refitted with a new diesel engine, and went back on the Navy List as plain *Bear* for service with Byrd's third expedition. After returning to Boston in May, 1941, she was sent to Greenland for duties in connection with the Neutrality Patrol.

NEW CHART

Washington—No. 6403. Port Discovery and Sequim Bay. October, 1941. Scale, 1:40,000. Size, 19 by 22 inches. Amendments have been made to the landmarks and names on this edition. The title of the chart has been changed from "Port Discovery and Washington Harbor" to "Port Discovery and Sequim Bay." The change in name from Washington Harbor to Sequim Bay is based on a recent decision of the U. S. Board of Geographical Names.

A. M. SOBIERALSKI,
Inspector, U.S.C. & G. Survey,
Seattle, Wash.
Nov. 6, 1941.

Subscribe to The Marine Digest.

Editorial

LABOR troubles in essential industries and cheap political Congress are preventing United States from presenting united front to a war-ravaged world. The great mass of Americans support the President Roosevelt policy of aid to the free peoples who have been attacked by ruthless aggressors. It is one of our great American traditions when once the decision has been made definitely in regard to position in foreign relations, the people back the administration to the limit. We may fight ourselves on domestic matters, in foreign matters, our tradition is to stand united. On that score Mr. Roosevelt need have no easiness. But when it comes to domestic matters, our people are puzzled and bewildered by the President's flabbiness in handling labor troubles. He has had the industrialists whipped and curbed for a long time now, but he allowed organized labor to go wild in the most vital defeat undertakings. And now comes John L. Lewis arrogantly setting himself up as greater than the government, and now also comes the big railroad unions threatening to disrupt our entire economic system by a strike for a 30 per cent increase in wages, a plain case seeking an outrageous profit of national distress. If Mr. Roosevelt will now use a stern hand on these disruptive matters, he will find he has the 100 per cent support of the vast majority of people.

Organized labor was presented with a golden opportunity to better itself under the Roosevelt administration, but it has muffed. It has muffed it as badly as the average businessman muffed his opportunity in the prosperous days of the 1920s, when he played the part of stock exchange sucker buying auto stock for as high as \$270 a share when it was earning only 7 per cent on a \$100 valuation. As the late C. W. Wiley, Seattle, shortly before his death said to this writer: "Business was crazy in the late 1920s, and now labor's going crazy." Public opinion supported labor in its demands in the first years of the Roosevelt regime, but now, disgusted with the attitude of labor's leadership as a whole, the tide has turned the other way.

The present plight of this country is indefensible. It is worse than that. It is screwy. There is only one consolation. We are the only democratic country in that condition. About the screwiest thing in recent history is the

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Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT No. 4

Belfast, iron bark of 1957 tons and 1250 M capacity, was built at Belfast, Ireland, in 1874 by Harland & Wolff as a ship. About 1907 she was sold to Peruvian owners, and about 1920 was bought as a bark by Grace & Co., San Francisco. They operated her for a few years in the lumber trade to the West Coast of South America, generally under tow of one of their steamers, and in 1924 sold her for breaking up.

Beluga, steam auxiliary bark of 508 tons, was built of wood at Bath in 1882 by Goss & Sawyer. She was first named Mary & Helen, but was bought new by the Pacific Steam Whaling Co., San Francisco, and renamed Beluga. She survived all the perils of Arctic navigation, and the first World War found her laid up at San Francisco waiting for whaling to become profitable again. Instead, she had her engines removed, and was placed in the offshore lumber trade by H. J. Knowles, successor to the P. S. W. Co. While bound from San Francisco to Sydney the Beluga was sunk off Fanning Island on July 9, 1917, by the German raider Wolf. Her master, Capt. John S. Cameron, and his wife escaped being taken to Germany as prisoners by being in the raider's tender, which was grounded on the Danish coast. He wrote an account of his adventures which appeared in Sunset Magazine, August to October, 1918, and later in book form.

Belvedere, wood steam auxiliary whaling bark of 440 tons, was built in 1880, also by Goss & Sawyer, Bath, for William Lewis, New Bedford. After many years of whaling out of San Francisco beyond the Bering Straits she was sold

about 1910 to her master, Capt. Stephen F. Cottle, and was resold a few years later to the Hibberd-Swenson Co., Seattle. Under their ownership, she was crushed in the ice off Cape Serdze, Siberia, in 1919.

Benj. F. Packard, wood ship of 2156 tons and 1500 M feet capacity, was built at Bath, Maine, in 1883 by Goss, Sawyer & Packard, and was bought in 1908 by the Northwestern Fisheries Co., Seattle. She voyaged annually to Alaska until 1924, and in 1925 was sent under tow to the East Coast with a lumber cargo. She had various owners after that, all trying to cash in on the fact that she was the last New England-built square-rigger left on the Atlantic Coast; but in 1930 she became a restaurant, beached at Rye, New York. In 1939, too aged even for that work, she was taken to sea and scuttled.

Berlin, wood ship of 1634 tons and 1250 M capacity, was built at Phippsburg, Maine, in 1882 by C. V. Minott. In 1890 she was sold to George E. Plummer, San Francisco, who resold her in 1907 to the Alaska Portland Packers, Portland, Ore. She was wrecked on Ugaguk Flats, Chignik, Alaska, on May 19, 1922, all 225 persons on board getting ashore safely.

Big Bonanza, wood ship of 1472 tons, was built at Newburyport, Mass., in 1875 by J. Currier. In 1891 she was bought by James Madison, San Francisco, and in 1909 was sold to the Alaska Barge Co., to be cut down to a barge, having been a bark since 1895. In 1918 she was bought by the Charles Nelson Co., who operated her for a while between Eureka and San Francisco, and a few years

later laid her up to rot quietly away.

Bohemia, wood ship of 1633 tons and 1350 M capacity, was built at Bath, Maine, by Houghton Bros. in 1875. In 1896 they sold her to the Alaska Packers' Association, San Francisco, who operated her until 1922. In 1925 she was sold to a moving picture company, and on August 18, 1931, was blown up off San Diego during the filming of "Suicide Fleet."

Bowhead, wood steam-auxiliary bark of 381 tons, was built at Christiania, Norway, in 1871, and was originally named Haardraade. In 1897 she was bought by Capt. John A. Cook to whale in the Arctic out of San Francisco. He had her first under Argentine and Chilean registry, but in 1900 got passed a special act of Congress granting her U.S. registry. About 1912 the Bowhead was sold to a moving-picture company, who, being unable to sink her with bombs, beached and burned her.

British Yeoman, iron bark of 1953 tons and 1500 M capacity, was built at Southampton, England, by Oswald & Mordaunt in 1880 as the ship British Yeoman. About 1898 she went under Italian registry as the Stefano Razeto, and in 1907 had her original name restored by Australian owners. About 1910 she came under the management of Eschen & Minor, Victoria, B. C., under bark rig. In 1915 she was bought by J. J. Moore & Co., and was resold by them in March, 1916, for \$95,000 to Balfour, Guthrie & Co., remaining under Canadian registry. She was sunk in the South Atlantic by the German raider Seeadler on February 26, 1917.

Brodick Castle, iron ship of 1820 tons, was built at Glasgow, Scotland, by T. Wingate, in 1875. About 1904 she was registered at Victoria under the management of Hind, Rolph & Co., but went missing in December, 1908, bound from Portland, Ore., to England.

C. D. Bryant, wood bark of 929 tons and 800 M capacity, was built at Searsport, Maine, in 1878 by M. Dutch. In 1888 she was bought by E. E. Kentfield, San Francisco, and

was owned until 1916 by Kentfield & Co. In 1916 she was sold to Capt. Alex Woodside, who refitted her for the offshore trade. Her last recorded voyage began in January, 1920, when she took case-oil from San Francisco to Suva at 90 cents per case. From there she went to Newcastle and took coal to Iquique. She was then chartered for Trinidad via Balboa, sailing on September 23. On October 7 she put into Callao, leaking badly, and sailed again on January 8, 1921. She arrived at Balboa on February 20, again leaking badly, and was here repaired by being "hove down" in the old-fashioned way. She eventually arrived at Port-of-Spain on May 10, but there is no further record of her.

C. F. Sargent, wood ship of 1704 tons, was built at Yarmouth, Maine, in 1874 by Blanchard Bros. In 1887 she was sold to John Rosenfeld, San Francisco, and was resold shortly thereafter to George E. Plummer. In 1906 she was sold to the Luckenbachs to become a barge on the East Coast, and is last heard of when taken over by the Navy in 1918.

Callao, bark of 1014 tons, steel and iron beams and floors, was built at Belfast, Ireland, by Harland & Wolff in 1885. She was wrecked on the Costa Rica coast in 1908, but in 1916 was refitted under U. S. registry and the ownership of G. W. McNear, San Francisco. A couple of years later she went to owners on the East Coast, and was destroyed by fire about 1925, the day after sailing from Caleta Buena, Chile.

CARMODY NAMED

John M. Carmody, Federal works administrator, was nominated by President Roosevelt Wednesday to membership on the Maritime Commission to fill the unexpired term of John J. Dempsey, now under-secretary of the Interior Department. Mr. Carmody is in rather poor health and asked the President to be transferred to an easier job than the one he now occupies.

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Pacific Coast-Owned Sailors That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT No. 5

Carondelet, wood ship of 1438 tons, was built at Newcastle, Maine, in 1872 by E. Flye. In 1887 she was sold to Pope & Talbot, Port Townsend; in 1891 was altered to bark rig, and in 1909 was cut down to a barge by the Alaska Barge Co., Tacoma. She foundered off Prince Rupert, B. C., December 1, 1911.

Carrollton, wood ship of 1450 tons, was built at Bath, Maine, by E. & A. Sewall in 1872. In 1886 she was sold to John Rosenfeld, San Francisco, in 1888 to Simpson Bros., who converted her to a bark, and in 1889 to William E. Mighell. She was wrecked on Midway Island on December 26, 1906, bound from Honolulu to Newcastle, the crew of 15 being rescued.

Centennial, wood ship of 1286 tons and 900 M capacity, built at East Boston in 1875 by Smith & Townsend, was bought in 1897 by the Alaska Packers Association of San Francisco. After being damaged by fire in 1904 she was re-rigged as a four-masted barkentine. Laid up after 1925, she was sold in 1927 to Capt. Frank Wiedemann and made a voyage from Coos Bay to Australia with lumber, returning empty via Fiji. She was then sold to a moving picture company, and was burned at Long Beach on July 29, 1930.

Ceylon, wood bark of 681 tons, was built at Boston in 1856 by William Hall for W. F. Weld & Co., being bought in 1862 by Charles Brewer for the Cape Horn trade with Hawaii. About 1886 she was sold to Capt. Rufus Calhoun, Port Townsend, and was wrecked on July 4, 1902, on Laysan Island.

Charger, wood ship of 1376 tons, was built at East Boston in 1874 by Smith & Townsend. In 1893 she was condemned at Rio Janeiro and the year following was sold to German owners and renamed Louise; but in 1907 she was bought by the Alaska Barge Co. and her original name restored. She foundered off Prince of Wales Island, Alaska, on October 10, 1909, while in use as a tow-barge.

Charles Levi Woodbury, wood two-masted schooner of 105 tons, was built at Essex, Mass., in 1889, and was bought in 1898 by the North American Commercial Co., San Francisco. A few years later she was owned in Hawaii; in 1911 she was an auxiliary owned by the Standard Fish Co., Seattle; and she drops from registry about 1917.

Charles B. Kenney, wood bark of 1128 tons and 815 M capacity, was built at Bath, Maine, by Goss,

Sawyer & Packard in 1878. In 1884 she was bought by Jacob Jensen, San Francisco, who sold her in 1914 to the Rolph Navigation & Coal Co., they converting her to a coal barge. After World War I she was laid up at Antioch where part of her hull could be seen a few years ago.

Charles E. Moody, wood ship of 2003 tons and 1500 M capacity, was built at Bath, Maine, by Goss & Sawyer in 1882. She was bought in 1898 by Lewis & Anderson, San Francisco, and was subsequently owned there by Henry Nelson, and then by the Northwestern Fisheries Co., Port Townsend. The ship burned without loss of life at Naknek, Alaska, June 28, 1920.

Charmer, wood ship of 1885 tons, was built at Bath, Maine, by William Rogers in 1881. She was bought by John Rosenfeld, San Francisco, in 1887, and by the California Shipping Co. in 1899, being then converted to bark rig. In 1910 she was sold to Scully Brothers, New York, for conversion to a coal barge, and was wrecked in Chesapeake Bay, December 3, 1912.

Chillicothe, steel ship of 1862 tons, was built at Glasgow, Scotland, in 1892 by Connell & Co. First named Flotow, she was sold to German owners and renamed Alsterkamp, becoming Arnoldus Vinnen by another sale. The outbreak of World War I caught her at Astoria, where the U. S. seized her in 1917 and turned her over to the Shipping Board. As the ship Gamecock she was placed in the lumber trade, having a capacity of 1500 M feet, but within a year she was renamed Chillicothe and was operated between San Francisco and Manila. After that war she was sold with the other Shipping Board sailing vessels, bringing \$140,000 from V. S. Fox; but he shortly had difficulty in meeting payments, and the ship brought only \$25,500 at auction at Seattle in July, 1921. Her new owners, the Columbia River Packers Association, operated her for two seasons, and then sold her in 1927 to J. J. Moore, San Francisco. After making a long passage from Willapa Harbor to Australia, she was sold to French owners and converted to a hulk at New Caledonia, where she may still be afloat.

Chin Pu, bark of composite teak and iron construction, 1594 tons, was built at Amsterdam, Holland, in 1874 as the ship Amstel. In 1918 she was owned in Java as a bark under the name Barendine Osirina,

and was bought that year by the Pacific & Oriental Shipping Co., San Francisco, and rebuilt in Japan at a cost of \$100,000. In March, 1919, the Chin Pu left Manila for San Francisco, but she turned up a month or so later at Nagasaki on fire, and had to be scuttled and beached. Once more repaired, she left Nagasaki in July, appearing in Shanghai in September with two masts gone from the effect of a typhoon. She apparently never left Shanghai again, and was doubtless broken up there.

City of Sydney, 6-masted barkentine of 2903 tons and 2100 M capacity, was built as an iron steamer by John Roach of Chester, Pa., in 1875 for the Pacific Mail Steamship Co. In 1910 they sold her for \$15,000 for junk, but she was bought in 1916 for \$18,000 by L. A. Pederson, who then spent \$100,000 converting her to a sailing vessel at the Moore & Scott yard, Oakland. She and the E. R. Sterling were the only vessels of their rig ever to sail the seas. The City of Sydney was operated first in the offshore trade, and then in connection with her owner's Bristol Bay Packing Co. canneries. Laid up at San Francisco in 1924, she was burned out and broken up for scrap in 1930.

Clarence S. Bement, ship of 1998 tons, the third and last of her rig built of iron in North America, was launched at Philadelphia in 1884 by the American Shipbuilding Co. In 1902 she was bought by G. W. Hume, San Francisco, and was abandoned afire in 1904 on the passage from Newport News to San Francisco.

Coloma, wood bark of 852 tons, was built at Warren, R. I., by J. J. Cally in 1869. In the '80's she was owned at Portland, Ore., by J. B. Potter and her master, Capt. C. M. Noyes; and in the '90's by J. McClaken of the same port. In 1900 she belonged to C. A. Hooper & Co., San Francisco, and a couple of years later passed to the Pacific Shipping Co. She was abandoned off Cape Beale, B. C., December 7, 1906, the crew of 10 getting safely ashore.

N. Y. K. TO CLOSE MAIN OFFICE HERE

T. Hasagawa, manager of the Seattle branch of the Nippon Yusen Kaisya, announced Monday that the company will close its main Seattle offices tomorrow for the "duration of the Japanese-American trade stoppage." Mr. Hasagawa, K. Takahashi, branch cashier, and E. Takahashi, manager of the supply department, will leave soon for Japan. A skeleton staff will be maintained in Seattle, headed by E. M. Gall as general freight agent and K. Shimizu as assistant, with an office in the G. N. Building.

Seven ships were held at anchor in the Columbia River Thursday by thick fog.

Britain Spends Huge Amounts to Lick Hitler

Eighty per cent of Britain's total expenditures during the first two years of war were in connection with the country's war effort, reports to the Department of Commerce reveal. According to a recent statement of the Chancellor of the Exchequer aggregate national expenditures during the period September 1, 1939, to August 31, 1941, totaled £7,018,000,000, of which £5,668,000,000 (over 22 billion dollars) was for war purposes. Approximately 40 per cent, or £2,785,000,000, was raised by current revenues, and the remaining £4,233,000,000 by other means. An additional £150,000,000 had to be raised for debt repayment. The total of £4,383,000,000 was raised as follows: £745,000,000 by realization of gold and foreign exchange and borrowing of balances of non-budgetary funds, such as Unemployment Fund, War Insurance Fund, etc.; £920,000,000 by net small savings (including increase in savings banks accounts), £1,446,000,000 by subscriptions from non-official sources to long and medium term loans, and £1,139,000,000 by treasury bills and deposit receipts taken by the banks and money market. (£ at current official rate equals \$4.035.)

Nurses Needed for Navy, Army

An urgent appeal for all registered graduate nurses in the state of Washington who are eligible for service in Army and Navy hospitals, was issued yesterday by Miss Kathleen Leahy, Seattle, state chairman of the Red Cross nursing service.

"Eleven thousand Red Cross nurses are needed at once," Miss Leahy said. "A goodly percentage of this number must come from this state. New government hospitals being built on the Pacific Coast are in immediate need of Red Cross nurses. Surely, to be an American woman, and more, to be an American Red Cross nurse, is tops in the world today. In this emergency we have a job to do. Let's meet it."

To be eligible, applicants must be registered graduate nurses from accredited schools, unmarried, in good health, and between the ages of 21 and 40. Applicants are urged to register immediately with Miss Blanche Fairweather, Nurses' Professional Central Registry, Cobb Bldg., Seattle; with Miss Minerva Blegan, Court House, Spokane; or with Mrs. Esther Lamb, Metropolitan Bldg., Tacoma.

Pacific Coast-Owned Sailors That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 6

Colorado, wood bark of 1075 tons, was built at Medford, Mass., in 1864 by E. & H. O. Briggs. In 1890 she was bought by the Victoria Lumber & Manufacturing Company which sent Capt. J. S. Gibson to the East Coast to bring the bark out for them. Under the Victoria ownership, Capt. Gibson, who later became prominent in Seattle, commanded the bark until 1895, making voyages to South America, China and Japan. The vessel changed hands several times and was wrecked in Wrangell Narrows, Alaska, in 1900 while serving as a tow-barge, her last owner being Charles E. Peabody, pioneer upbuilder of Seattle's Alaska trade.

Columbia, wood ship of 1471 tons, was built by Houghton Bros. of Bath, Maine, in 1871 for their own account, and was sold in 1891 to Capt. A. Anderson, San Francisco. While under charter to the Alaska Packers Assn., the ship was wrecked without loss of life, April 30, 1909, in Unimak Pass.

Coronado, iron barkentine of 1,189 tons and 850 M lumber capacity, was built at Sunderland, England, in 1874 by J. Blumer as the ship **Waikato**. In 1898 she was renamed **J. C. Pfluger** by German owners and reduced to bark rig, but in 1900 was dismasted off the Pacific Coast. Towed to port, she was bought by J. D. Spreckels, San Francisco, admitted to U. S. registry by an Act of Congress dated March 3, 1901, and refitted as the barkentine **Coronado**. In 1911 she was converted to a barge by the Alaska Whaling Co., and subsequently went to the Canadian Pacific Railway Co., foundering with a load of coal in the Gulf of Georgia on November 20, 1913, while towing from Ladysmith to Vancouver.

Coryphene, wood bark of 811 tons, was built at Millbridge, Maine, in 1878 by J. W. Sawyer. She was bought in 1888 by G. W. Hume, San Francisco, the salmon packer, and was wrecked off Prince of Wales Island, Alaska, August 5, 1905.

Crowley, iron five-masted barkentine of 1364 tons, originally built at Chester, Pa., by John Roach in 1873 for the Pacific Mail Steamship Co. as the **City of Panama**, was rigged at San Francisco about 1918 after the example of the **City of Sydney**. She was operated for a couple of years by Thomas Crowley, San Francisco, but went under Brazilian ownership in 1920, and her later career is unknown.

Dashing Wave, wood ship of 1054 tons, was a survivor of the clipper ship era, having been built at Portsmouth, N. H., in 1853 by Fernald & Pettigrew. She was brought to San Francisco in the '70's under the ownership of C. Hanson & Co., operators of the Tacoma Mill Co. After many years in the lumber trade she was cut down to a barge in 1901 for the Taku Canning Co., and was finally wrecked on Shelter Point, Vancouver Island, March 16, 1920.

David Dollar, steel four-masted bark of 2832 tons, was built at Liverpool, England, in 1893 by Royden as the **Prince Robert**. Later under German colors as the **Thielbek**, she lay all during World War I at Santa Rosalia, Gulf of California. In 1921 she was bought from the Reparations Commission by the Dollar Line, towed to San Francisco and renamed, although she never again put to sea. She lay at Oakland until 1929 and was then sold to the Alameda Airport and scuttled as part of a breakwater.

Daylight, steel four-masted bark of 3756 tons, shared with her sister **Brilliant** the distinction of being the largest four-masted sailing vessels ever built. The **Daylight** was launched at Port Glasgow, Scotland, by Russell & Co. in 1902 for the Anglo-American Oil Co., a branch of the old Standard Oil Co. During World War I she carried oil from San Francisco to Manila, having been fitted as a tank vessel for this work, and was laid up at San Francisco after arrival there from Manila in June, 1921. In 1922 she was bought by the Charles Nelson Co., which was then buying sailing vessel property with money which otherwise would have gone on excess profits taxes. In 1925 they resold her to Capt. James Griffiths, the pioneer shipping leader of Seattle, for conversion to a barge; and after being laid up at Winslow, Wash., she was sold to Vancouver owners in May, 1941.

Diamond Head, iron bark of 1012 tons, was originally the British ship **Gainsborough**, built at London in 1866 by C. Lungley. In 1898 she was bought by Allen & Robinson, Honolulu, and renamed **Diamond Head**, coming under U. S. registry in 1900. About 1910 she was sold out of the Island lumber trade, in which she had a capacity of only 700 M feet, and was converted to a barge by the Tye Co., Seattle, operating in connection with their Alaska whaling station. When the Tye Co. suspended in

1913 the barge went to the General Petroleum Co., and she is still in service in Puget Sound waters.

Dirigo, steel four-masted bark of 3004 tons, the first steel sailing vessel built in North America, was launched by A. Sewall & Co. of Bath, Maine, in 1894 for their own ownership. When the Sewalls gave up shipowning in 1915, the **Dirigo** was bought by G. W. McNear, San Francisco, and was resold a year later to the Axim Transportation Co., Pensacola. Early in 1917 she was in trouble with the British blockade over a cargo of barley for Sweden, which was taken out as contraband. On the return to America, the **Dirigo** was torpedoed on May 31, 1917, southwest of the Edystone, with loss of one seaman.

Drumburton, four-masted iron ship of 1891 tons, was built in Scotland by Russell & Co. in 1881. In 1900 she was bought by the Western Commercial Co., Victoria, B. C., and was wrecked on the beach near the Cliff House leaving San Francisco on March 9, 1904, to load at Port Blakely for Melbourne.

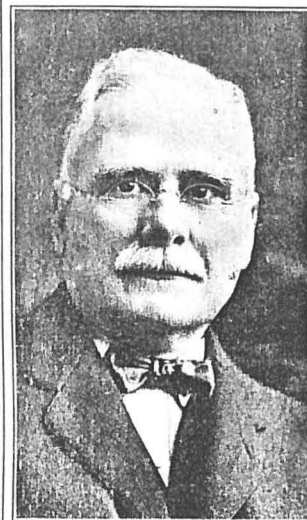
Drumeraig, iron four-masted bark of 1979 tons, was built at Barrow, England, by the Barrow Shipbuilding Co. in 1885. She also was bought by the Western Commercial Co., in 1901, and went missing in 1906 on a voyage from Astoria to Manila.

Drummuir, iron four-masted bark of 1844 tons and 1500 M capacity, was built at Liverpool, England, in 1882 by Potter, and was bought in 1900 by the Western Commercial Co., Victoria, B. C. Six years or so later she was resold to the Barneson-Hibberd Co., and about 1910 was bought by James Rolph, San Francisco. She was still under British colors on December 2, 1914, when she was captured off Cape Horn by Von Spee's squadron. The **Drummuir** had 2800 tons of Swansea coal for San Francisco, which the German cruiser **Leipzig** took off before sinking her four days later. The crew of the **Drummuir** were landed at the River Plate on December 18 by the German freighter **Seidlitz**.

Drumrock, fourth of the "Drums" to end her days on the Pacific Coast, was built of steel as a four-masted bark at Leith, Scotland, by Ramage & Ferguson in 1891 and measured 3100 tons. Sold in 1903 to German owners, she was renamed **Persimmon**, becoming **Helwig Vinnen** by a later sale in 1912. She lay at Santa Rosalia, Mexico, during World War I, and in 1923 was brought to San Francisco by the Robert Dollar Co. The following year she was sold to the Hecate Straits Towing Co., Vancouver, B. C., becoming the barge **Log Tye**, and a year or so later had her original name restored under the ownership of the Pacific Coyle Navigation Co., also of Vancouver. The barge **Drumrock** was wrecked in Tukush Bay in February, 1927.

SEATTLE LEADERS IN LYMAN LIST

IN Mr. Lyman's list this week will be noted the names of two men who wrote maritime and waterfront history for Seattle, the Northwest and Alaska in a large way. They were the late Charles E. Peabody, head of the small group of men who founded the Alaska Steamship Company long before the Klondike gold rush, and Capt. J. S. Gibson who for years commanded sailing ships in the Pacific



CHARLES E. PEABODY

Northwest trades and later came ashore to become the biggest figure in the North Pacific stevedoring world. Both men are mentioned in the Lyman list in connection with the bark **Colorado**. Capt. Gibson commanded her for five years, and Mr. Peabody was her last owner, operating her as a tow-barge in Southeastern Alaska operations. In his later career Mr. Peabody became one of the foremost bankers and financiers of the Coast. He and Capt. Gibson rank high among the upbuilders of Seattle as a world port.

OLD SAILER TO RETURN TO SEA

Purchased by Arthur B. McCullom, theatrical magnate and yachtsman of Illinois, the former iron bark **Star of Chile** is to be rerigged and restored as a sailer and will load lumber for South Africa under charter to J. J. Moore & Co. She will be converted to schooner rig at the Lake Union yard. The vessel, now 73 years old, has been owned for years by the Roche Harbor Lime Company and is now named the Roche Harbor Lime Transport. Mr. McCullom will rechristen her as the Scottish Lady.

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From 1900 to 1941

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 7

Dunsyre, steel ship of 2149 tons and 1800 M capacity, was built at Port Glasgow, Scotland, by W. Hamilton & Co. in 1891. She was bought about 1910 by Eschen & Minor, Victoria, B. C., coming under U. S. registry early in 1915, and was sold the same year for \$143,500 to James Rolph, San Francisco. A year later she was resold to the Standard Oil Co. for \$250,000, and in 1920 was bought by the Robert Dollar Co. The Dunsyre made the passage from San Francisco to Wellington, New Zealand, in 38 days in 1918, but the return trip took 63 days. She then voyaged to Sydney, Newcastle, Callao, Pisagua, Balboa, Savannah, Buenos Aires, Philadelphia, and returned to San Francisco via Balboa under Capt. P. A. McDonald, with the last general cargo ever taken intercoastal in a sailing vessel. She was laid up at San Francisco after her arrival in July, 1921, being sold in 1922 to James Botts and in 1932 to J. H. Hawkins. In 1935 she was resold to the Island Tug & Barge Co., Victoria, for conversion to a sawdust barge, and was wrecked near Vancouver late in 1936.

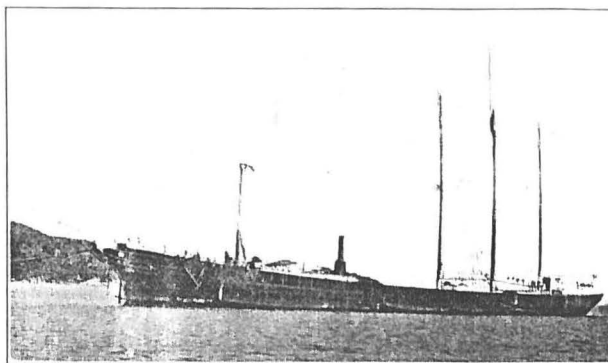
Everett G. Griggs, iron six-masted barkentine: See E. R. Sterling in next paragraph.

E. R. Sterling, iron six-masted barkentine of 2577 tons and 2260 M capacity, the first vessel of her rig ever to sail the seas, was built at Belfast, Ireland, in 1883 by Harland & Wolff, and was originally the British four-masted ship Lord Wolseley. In 1902 as the German four-masted bark Columbia, she was dismantled coming over from Japan in ballast and was towed in from Cape Flattery by the steamship Hyades of Seattle. After being owned in Vancouver, B. C., for a couple of years under her original name as a ballast lighter, she was purchased by the late Everett G. Griggs, prominent lumberman and civic leader of Tacoma, Washington, on April 1, 1905, ownership of the noted vessel at first being in the name of Walter Oakes as trustee, it is learned from C. L. Griggs, member of the Griggs family and manager of the Coastal Steamship Company of Tacoma. Mr. Oakes was a high official of the Northern Pacific Railway. The new ownership had the iron carrier towed from British Columbia waters to the historic Moran yard in Seattle, where she was re-rigged as the Canadian six-masted barkentine Everett G.

Griggs, first vessel of that rig ever to sail the seas. A few years later ownership of the vessel was transferred to a corporation, the Everett G. Griggs Shipping Company of Tacoma. She was operated in the lumber trade by her Tacoma ownership until March, 1910, when she was purchased by Capt. E. R. Sterling and rechristened the E. R. Sterling. In 1914 the big barkentine was admitted to United States Registry. She transported lumber to Australia during the first World War. From 1920 to 1922 Captain Sterling had her in the Tasman Sea trade. Following 1922, she took coal from Newcastle to San Francisco, returned to Puget Sound, loaded lumber for Iquique, carried nitrates from Iquique to Hawaii and then came back to Puget Sound. In 1925 she made a voyage from the Sound to Adelaide, Australia, with lumber, taking 2600 M feet, it is stated, though her lumber capacity is still rated at 2260 M feet. She was then laid up for 18 months in Australia. In the fall of 1927 she obtained a charter for wheat from Australia to Great Britain and was apparently making good progress on the voyage when she ran into great gales off the Virgin Islands in October of that year and was dismantled. She was taken into St. Thomas and later was towed from that port to London by a Dutch tug. After arriving early in 1928 in London, 286 days out from Adelaide, she was sold to British interests at Sunderland which broke her up for her metal. The barkentine was 308 feet long, 42 feet 9 inches in beam and 25 feet 1 inch in draft. It is understood that in the first World War period, Captain Sterling was offered \$300,000 for the vessel, but refused to sell, only to lose her later without having insurance on her. (Note—A picture of the barkentine as she looked under the Griggs and Sterling ownership is shown in the front cover porthole. Another picture on this page shows her dismantled at St. Thomas.)

Eclipse, two-masted schooner of 233 tons, was built at Greenpoint, N. Y., in 1852 and came to the Pacific Coast before 1880. She was owned at San Francisco by John Dolbeer, passing in 1885 to Charles Nelson, and dropped from registry in 1901.

Eclipse, wood ship of 1594 tons, was built at Bath, Maine, in 1878 by Goss & Sawyer, and in 1891 was bought by Lewis & Anderson,



The above illustration shows the barkentine E. R. Sterling, ex-Everett G. Griggs, at St. Thomas, Virgin Islands, after she had been dismantled in great gales while bound from Australia to England with wheat in October, 1927. Details of the barkentine's career are given in the accompanying installment of the Lyman list. Her picture under sail appears in the front cover porthole.

San Francisco. In 1896 they sold her to Eschen & Minor, and the ship was abandoned at sea in January, 1906, while bound from Newcastle, N.S.W., to San Francisco, all hands reaching Honolulu safely after 16 days in the boat.

Edward May, wood bark of 928 tons and 700 M feet capacity, was built at Boston, Mass., by Smith & Townsend in 1874. In 1898 she was bought by Charles Nelson, San Francisco, and was sold a year later to Alexander & Baldwin. About 1910 she became a barge under the ownership of the Pacific Coast Company. Early in World War I she was bought by the Rolph Navigation & Coal Co., and a couple of years later was re-rigged as a barkentine and put in the offshore lumber trade. In November, 1920, the Edward May arrived at San Francisco out of Callao for Astoria, leaking badly, and was laid up at Antioch where she went to pieces, her register being abandoned in 1934.

Electra, wood bark of 985 tons, was built at Boston in 1868 by E. Sampson & Co. In 1889 she was bought by Lewis Sloss, San Francisco, for a salmon-packer, passing in 1894 to the Alaska Packers Association. She made her last voyage North in 1908, and in 1909 was sold to the Pacific Coast Company for a barge.

Elvell, wood ship of 1461 tons, and 1150 M capacity, was built at Damariscotta, Maine, in 1875 by E. Haggett. She was brought to the Pacific Coast in 1895 by the California Shipping Co., being first in the Puget Sound-Orient trade, and later in the Nanaimo-San Francisco coal trade, in which it is claimed she once completed a round voyage in 11 days. The ship was libelled by the crew for her wages in 1909 and was sold by the U. S. Marshal to the George T. Myers Canning Co., later being converted to a barge. After a long lay-up she was burned for her

metal in Puget Sound in 1932.

Emily Reed, wood ship of 1564 tons, was built at Waldoboro, Maine, by A. R. Reed in 1880. She was bought in 1900 by Hind, Rolph & Co., and was wrecked with loss of nine of her crew at the mouth of the Nehalem River on Feb. 14, 1908, while bound from Newcastle, N.S.W., to Portland, Oregon.

ANOTHER ALASKA VESSEL CHARTERED

Fourth Seattle-Alaska vessel to be chartered by the United States Army, the steamship North Wind of the Northland Transportation Company was delivered to that branch of the service last Wednesday. She has been taken on a time basis. The other vessels chartered by the Army are the steamships Otsego, Gen. W. C. Gorgas and David W. Branch, all of the Alaska cannery fleet of Libby, McNeill & Libby. The Gorgas and Otsego were under charter to the States Steamship Company of Portland, Oregon, and were obtained from that corporation by the Army. The steamship North Haven, widely known unit in the fleet of the Northland Transportation Company is under charter to the United States Navy.

FISHING RESUMED

Until further notice, Seattle halibut fishing vessels began heading for the banks off the Northwest Coast Wednesday after being held in port a day and a half by order of the Navy. They may "come and go at will," pending developments. The vessels affected here represent only about half of the Seattle fleet, the other half now operating off the California Coast. The fleet consists of approximately 200 vessels.

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INSTALLMENT No. 8

Emily F. Whitney, wood ship of 1317 tons and 1100 M lumber capacity, was built at East Boston in 1880 by Abiel Gove. In 1900 she was bought by Alexander & Baldwin, Ltd., Honolulu, and was sold about 1910 to the Alaska Salmon Co., San Francisco. Her last voyage was in 1924, after which she was laid up in Richardson's Bay, across from San Francisco. In 1928 she was bought by Earle Derby, who intended to preserve her as a memento of the sailing ship days of the past, but his interest flagged after 10 years or so, and the vessel was allowed to burn to the water's edge in December, 1940. She was the last wooden square-rigged American merchant ship to carry her yards aloft.

Emma F. Harriman, wood bark of 301 tons, was built at Searsport, Maine, in 1862 by F. Dunbar. She came to San Francisco owners about 1884, her ownership changing repeatedly. In 1896 she made a codfishing voyage out of Seattle, and the next year was rebuilt as the barkentine *Leslie D.* She dropped from registry in 1901, her last owner and master being Capt. C. J. Jorgensen, San Francisco.

Empire, wood ship of 1131 tons, was built at Kennebunkport, Maine, in 1870 by N. L. Thompson. In 1892 she was bought by H. J. Conrandt, San Francisco, and was converted to bark rig in 1895. In 1898 she was bought by J. J. Moore & Co., San Francisco, and was destroyed by fire in 1901.

Enoch Talbot, wood bark of 1242 tons, was built at Freeport, Maine, in 1857 as a ship. She was bought by the Kentfields of San Francisco in 1875 and converted to bark rig. About 1898 she was sold to the

U. S. Navy as a coal barge. She was later operated as a barge by private parties in Seattle, her register finally being abandoned in 1924.

Evie J. Ray, wood bark of 956 tons, was built at Harrington, Maine, in 1878 by A. Nash. She was owned in 1900 by Pauline Kasten, Portland, Ore., with F. Kasten, master, and dropped from registry about 1906.

Erskine M. Phelps, steel four-masted bark of 2998 tons, was built at Bath, Maine, by A. Sewall & Co. in 1896, the second steel sailing vessel built in this country. In 1913 she was sold to the Union Oil Co., San Francisco, who cut her down to a schooner barge, fitted oil tanks, and operated her for many years in tow between Southern California and San Francisco. In 1931 she was sold to the Crosby Marine Corp. and is at present serving as a fuel oil barge in Los Angeles Harbor.

Falls of Clyde, iron four-masted ship of 1809 tons, was built at Port Glasgow, Scotland, by Russell in 1878. In 1898 she was bought by Capt. William Matson, Honolulu, and converted to a four-masted bark. In 1900 she came under U. S. registry through the annexation of Hawaii, and in 1906 was sold to the Associated Oil Co., San Francisco. They made a tanker out of the vessel, operating her under sail between San Francisco and Hawaii, carrying oil one way and molasses the other. In 1920 the *Falls of Clyde* was bought by G. W. McNear, San Francisco, and went around the Horn to Denmark with an oil cargo. She next took oil from Beaumont, Texas, to Denmark, and was then operated for a

time between Tampico and Buenos Aires. In 1922 she came back to the Pacific Coast under the ownership of the General Petroleum Co. as an oil storage hulk, and has been stationed at Ketchikan since 1926.

Fearless, wooden steam whaling bark of 220 tons, was built at Sandefjord, Norway, by Chris Christensen in 1883 as the *Elida*. About 1895 she was acquired by James McKenna, San Francisco, and operated out of San Francisco to the Arctic as the Nicaraguan *Fearless of Corinto*. She was one of the vessels caught in the big freeze of 1897-8 off Point Barrow, but survived to be finally lost in 1901.

Ferris S. Thompson, wood bark of 531 tons and 700 M lumber capacity, was built at Setauket, N. Y., in 1874 by G. E. Hand. She was operated in the '90's by the Spreckels Line of Honolulu packets, later being bought by G. W. Hume, San Francisco, and subsequently passing to the Pacific Packing & Navigation Co. Her last owners were the Melrose Lumber Co., and she dropped from registry about 1917.

Florence, wood ship of 1684 tons, was built at Bath, Maine, in 1877 by Goss & Sawyer. In 1898 she was bought by the California Shipping Co., San Francisco, and went missing in 1902 on a voyage from Tacoma to Honolulu.

Fort George, iron four-masted bark of 1769 tons, was built at Belfast, Ireland, in 1884 by Workman, Clark & Co. She was owned under Hawaiian registry by C. Brewer & Co., passing to Welch & Co., San Francisco, in 1899, and to the Matson Navigation Co. early in 1908. In July of that year she left New York for Honolulu and was never reported after August 27th.

Fremont, barkentine of 345 tons, was built of wood at Philadelphia in 1850 as a steamer. In 1861 she was rebuilt at San Francisco as a bark for the lumber trade, and in 1877 was again rebuilt as a barkentine and put in the Bering Sea cod fishery by Lynde & Hough

(later the Union Fish Co.), San Francisco. From 1877 to 1910 she landed nearly six million fish, and was then sold. Her last owners were the New York Motion Picture Corp., who abandoned her registry in 1921.

Fresno, wood bark of 1244 tons, was built by W. Rogers, Bath, in 1874 for the Puget Sound Commercial Co., Port Townsend. About 1910 she became a barge under the ownership of Tyee Co., passing in 1914 to the North Pacific Sea Products Co., both companies operating her in connection with their Alaskan whaling stations. She was later laid up in Lake Washington, and was burned there on April 4, 1923.

Gatherer, wood ship of 1874 tons, was built at Bath, Maine, in 1874 by A. Hathorn. In 1888 she was bought by Jacob Jensen, San Francisco, and converted to bark rig. In 1905 she was sold to become a tow-barge on the East Coast, foundering off Virginia, November 29, 1909.

Gay Head, wood whaling bark of 265 tons, was built at Mattapoisett, Mass., in 1877 by Holmes. She was owned in New Bedford until 1892, then coming to San Francisco owners, and was managed successively by E. H. Hanson, the San Francisco Whaling Co., C. W. Fisher, and L. E. James. She was wrecked at Chignik, Alaska, on June 27, 1914, while engaged in the North Pacific sperm whale fishery.

Red Cross Drive

President Roosevelt, in official proclamation, has called upon the people of this nation to raise immediately fifty million dollars for the American Red Cross. Quota for Seattle and King County is \$300,000, and the Red Cross war drive to raise this amount now is under way. E. B. "Jerry" Clark, vice-chairman of the Red Cross roll call last spring, is chairman of the war drive, with Charles Flash of Renton, county chairman. They ask that everyone, without waiting to be contacted, MAIL A CHECK TODAY TO AMERICAN RED CROSS,

To our many Friends in the Transportation and Allied Industries

To you in our Yuletide greetings we express our deep appreciation of your fine cooperation and good will in assisting us to give the best of service to our nationwide network of supporters during this trying year of national emergency and war.

Yours for American unity now and forever,
McGOVERN & McGOVERN
NATIONWIDE DISTRIBUTORS

All grades and sizes of Alaska, Puget Sound and Columbia River canned salmon.

Colman Building

Seattle, Washington

Pacific Coast-Owned Sailors That Were Built Elsewhere

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By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT NO. 9

General Fairchild, wood bark of 1427 tons and 1100 M feet lumber capacity, was built at Freeport, Maine, in 1874 by Briggs & Cushing. They sold her in 1887 to W. E. Mighell, San Francisco, who later organized the California Shipping Co. The bark was laid up at Winslow, Wash., in July, 1907; in 1908 she was bought by the Thlinket Packing Co. for a cannery barge and was still owned in Seattle in 1919.

George Curtis, wood ship of 1837 tons and 1300 M capacity, was built at Waldoboro, Maine, by A. R. Reed in 1884. In 1899 she was bought by Welch & Co., San Francisco, for the Island trade, later being reduced to bark rig, and in 1909 passed to the Matson Navigation Co. when that corporation bought out the Welch fleet. The same year she was resold to the North Alaska Salmon Co., which was later absorbed by Libby, McNeill & Libby. The George Curtis made her last voyage north in 1922, after which she was laid up at Seattle, and her register was abandoned in 1928.

George Skolfield, wood ship of 1313 tons, was built at Brunswick, Maine, in 1870 by Skolfield Bros. and sold by them in 1893 to the Alaska Packers Association, San Francisco, becoming the first vessel owned by that organization. In 1900 she was resold to the American Trading Co., San Francisco, and was sent on a voyage to Port Arthur, but she got ashore on the Japanese coast, and was sold to become a hulk at Nagasaki.

Gerard C. Tobey, wood bark of 1459 tons and 1100 M lumber capacity, was built at Bath, Maine, in 1878 by Goss, Sawyer & Packard. In 1900 she was bought by Welch & Co., San Francisco, passing to Matson in 1908. In 1910 she was sold to the Ocean Tug & Barge Co., Seattle, and was wrecked in Seymour Narrows, B. C., July 5, 1914, while serving as a tow-barge.

Germania, wood bark of 995 tons, was originally a full-rigged ship, built as a Havre packet at Portsmouth, N. H., in 1850. In 1863 she went into general trading and 12 years later came to the Pacific Coast under the ownership of P. B. Cornwall, San Francisco. After many years in the coasting coal trade she was reduced to bark rig, and was finally broken up in 1900.

Glory of the Seas, wood ship of

2102 tons, was built at East Boston in 1869 by Donald McKay, the last vessel launched by that celebrated builder of clipper ships. In 1906 she was bought by Barneison & Hibberd, San Francisco, and was laid up in 1908. In 1911 she was sold to be converted to a floating cannery out of Seattle, later being operated for a time by the Glacier Fish Co. as a cold-storage ship. An attempt to have her preserved as a relic failing, she was burned for her metal at Endolyne, Seattle, May 13, 1923.

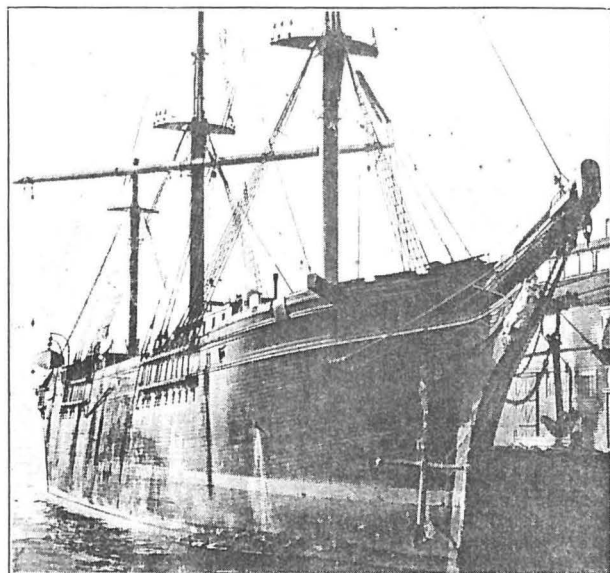
Golden Gate, steel four-masted bark of 2332 tons and 2000 M lumber capacity, was built at Whitehaven, England, in 1888, by the Whitehaven S. B. Co., and was originally the four-masted ship Lord Shaftesbury. In 1911 she was bought by James Rolph, San Francisco, renamed the Golden Gate, and converted to a four-masted bark. She came under U. S. registry in 1915. In 1920 she took 3800 tons of barley from San Francisco to England, towing to Panama, and making the leg from Cristobal to Deal in 38 days. Returning to San Francisco in ballast, she took another cargo to England; on the return trip she went ashore 35 miles south of Cristobal, but was gotten off successfully. After her arrival at San Francisco in March, 1922, she was laid up at Alameda, and was broken up there in 1935 after the death of Governor Rolph.

Governor Robie, wood ship of 1712 tons, was built at Bath, Maine, in 1883 by W. Rogers. In 1900 she was sold to the California Shipping Co., San Francisco, and 10 years later was resold to the Neptune Line, New York, for conversion to a coal barge on the East Coast. She foundered off Highland Light, New Jersey, November 28, 1921, with the loss of her crew of three.

Gratia, steel bark of 1582 tons, was built at Port Glasgow, Scotland, by Russell & Co. in 1891 for Norwegian owners. In 1919 she was bought by New York parties, coming to the Pacific Coast about 1923. In 1925 she became a fishing barge at Redondo Beach, Southern California, and went ashore near there on April 20, 1932.

Great Admiral, wood ship of 1596 tons, was built at East Boston in 1869 by R. E. Jackson. She was named for Admiral Farragut, and a life-size statue of him

FAMOUS SAILER IN HER FINAL YEARS



Above is shown the Glory of the Seas, famous modified clipper, as she was known to Puget Sound in the closing years of her great career. To her last day there was a glamor about her and her memory is still cherished. She is included in the accompanying installment of the Lyman list.

adorned her bows as figurehead. In 1897 the ship was bought by Capt. E. R. Sterling and went into the Coast lumber trade under his command. She was abandoned sinking off the Washington coast on December 7, 1907, while bound from Port Townsend to San Pedro, the crew being taken off with great difficulty and some loss of life by the British ship Barcore.

Guy C. Goss, wood bark of 1572 tons and 1150 M capacity, was built at Bath, Maine, in 1879 by Goss & Sawyer. In 1900 she was bought by the Western Commercial Co., San Francisco, being resold later the same year to the Pacific Steam Whaling Co. to operate in connection with their Alaska salmon canneries. These were taken over by the Pacific Packing & Navigation Co. about 1901, and when that corporation went gloriously bankrupt a few years later the Northwestern Fisheries Co. was organized to take over its salmon packing interests. In 1917 the bark made two voyages to Alaska; the only time on record that any sailing vessel of the salmon fleet has done so. Her last packing trip was in 1924; in 1925 she was sold to a Seattle corporation and sent to Australia with lumber. In August, 1926, she was sold there for debt, and eventually was broken up.

Harriet G., wood brig of 252 tons and 280 M lumber capacity, was built at Norfolk, Virginia, by W. A. Beach in 1878. In 1900 she was owned by the Manhattan Alaska Trading & Mining Co., New York; in 1901 by O'Brien &

Sons, San Francisco; and a couple of years later went into the cod fishery under the ownership of Wheaton, Pond & Harrold, San Francisco. In 1905 she was cut down to a schooner. In 1908 and 1909 she was operated by J. A. Matheson, Seattle. The Harriet G. was owned by the Manhattan Canning Co., Seattle, in 1911 and dropped from registry about 1916.

Harry Morse, wood ship of 1356 tons, was built at Bath, Maine, in 1871 by J. P. Morse. In 1887 she was bought by John Rosenfeld, San Francisco, he reselling her the same year to Capt. G. E. Plummer. In 1906 the ship was sold to the Texas Co. of Port Arthur and converted to a barge. She was sunk in collision with the schooner Emma Lord on July 5, 1916, with the loss of eight lives.

ALASKA FISHERS TO DEFEY ENEMY

Members of the Alaska Cannery Workers' Union, Local No. 7, Seattle, want to begin negotiations without delay to obtain a working agreement with the canneries, Conrad Espe, business agent of the union, said this week. "No Japs will keep our men out of the Bristol Bay or any other area of Alaska," Espe said. He added that capacity production by the canneries next year was essential to national defense.

Japanese subs are operating off the Pacific Coast, but Uncle Sam has subs in Oriental waters also.

Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT NO. 10

Harvard, wood bark of 1603 tons, was built at Brunswick, Maine, in 1883 by Skolfield Bros., and was originally the ship Sam Skolfield 2nd. About 1907 she was converted to a coal barge on the East Coast, but in 1917 was rigged out again as the bark Harvard by New York owners and chartered for case-oil from Port Arthur to Shanghai. In October, 1918, she arrived at Honolulu leaking; the cargo was discharged to permit repairs, and was destroyed by a fire in the warehouse. The owners of the Harvard thereupon ceased to have any interest in her, and she was sold at auction to the Charles Nelson Co. for \$5100 in July, 1919, to pay \$4500 port charges, after a previous sale in May which brought only \$2700 had been thrown out. The new owners had the bark repaired and sent her to Sydney from Astoria and San Francisco with a cargo of fir and redwood lumber and shingles. She left Sydney for Valparaiso in September, 1919, but a month or so later put into Papeete with storm damage and bad leaks. Putting to sea again, she had to be abandoned in a sinking condition. After 48 hours in the boats, the crew was picked up by the steamer Baron Incheape and landed at Panama on December 13, 1919.

Harvester, wood bark of 754 tons and 500 M lumber capacity, was built at Newburyport, Mass., in 1871 by Atkinson & Fillmore. In 1890 she was bought by William Matson, San Francisco, and two years later was resold to the Alaska Improvement Co. In 1899 she was acquired by Hume Bros. & Hume, San Francisco, and subsequently passed through the hands of the Pacific Packing & Navigation Co. into the ownership of the Northwestern Fisheries Co. In 1914 she was rigged down to a barge at Seattle, but in 1918 was bought by the Charles Nelson Co. and was refitted as a four-masted schooner. She left Vavau, Tonga, on November 4, 1920, and went missing.

Hawaii, steel four-masted barkentine of 1095 tons and 1150 M lumber capacity, was built at Dumbarton, Scotland, in 1900 by A. McMillan & Son at a cost of \$64,000 for the management of Hind, Rolph & Co., San Francisco. They had intended to put her under Hawaiian registry, but the Spanish War delayed her completion until the annexation of the Islands

by the United States, and they were forced to put her for a time under the Chilean flag. On February 19, 1902, an Act of Congress gave her United States registry. She was laid up in Lake Union after her arrival at Seattle from Hawaii in February, 1922, and in May, 1926, was sold for \$6000 to Capt. W. E. Harned, Seattle, being resold three months later to E. R. Sterling. He cut her down to a baldheaded schooner, installed a Fairbanks-Morse engine, and renamed her Ethel M. Sterling. After making a trip to the Gulf for fertilizer for Hawaii the vessel got into financial difficulties, and was taken over by the Fairbanks-Morse Co. and laid up at San Francisco. In March, 1928, she was sold to Mrs. Nannie T. Bartlett, Los Angeles, and taken to that port, and a year later was resold to the Santa Fe Mercantile Co. In 1929 and 1930 she took two lumber cargoes to Australia and Fiji, and was then laid up again at Los Angeles. After several changes of ownership she was sold in 1934 to Mexican owners and refitted as the Mexican motorship Hidalgo. In December, 1940, she arrived at San Francisco on a voyage which had taken her entirely around South America, and the old vessel looked good for many more years of trading.

Haydn Brown, wood bark of 864 tons, was built at Newburyport, Mass., in 1876 by Atkinson & Fillmore. She was bought just before 1900 by Charles Nelson, San Francisco, and was sold about 1907 to the Alaska Copper Co., Seattle, for conversion to a barge. She was wrecked on Montague Island, Alaska, in 1911, being then owned by the Coastwise Steamship & Barge Co.

Hecla, wood bark of 1529 tons and 1150 M capacity, was built as a ship at Bath in 1877 by Goss & Sawyer. In 1897 she was bought by Nelson & Anderson, San Francisco, and converted to bark rig. From 1913 to 1916 she was laid up at San Francisco, then being sold to the Red Salmon Canning Co. Her last voyage north was in 1924; she was then laid up at Antioch, on the Sacramento River, and sold to shipbreakers in 1928.

Henriette, iron four-mast schooner of 735 tons, was built as a bark at La Seyne, France, in 1874 by the Mediterranean Shipyard. In 1901 she was wrecked at the mouth of the Columbia River,

and the hull was bought by Capt. Simon F. McKenzie and used as a barge at Skagway. In 1906 she was converted to a twin screw steamer on False Creek at a cost of \$50,000 for the Klondike trade. In 1910 she was sold to the Grand Trunk Pacific and seven years later resold to the Granby Smelter; shortly thereafter coming under the ownership of Capt. James Griffiths, pioneer shipping leader of Puget Sound, who converted her to a barge and in 1918 resold her to Alex Woodside, San Francisco. She was now refitted as a four-masted schooner under United States registry for the copra trade. After three years or so, she left Rotuma, Fiji, for San Francisco, July 24, 1922, and was wrecked on August 16 on Nukulaia of the Ellice Group, the crew getting ashore safely.

Henry Failing, wood ship of 1976 tons, was built at Bath in 1882 by Goss & Sawyer for W. H. Besse of New Bedford and Portland, Ore. In 1898 she was sold to the California Shipping Co., and in 1909 was resold to the Scullys of Perth Amboy, N. J. She foundered off Block Island, February 26, 1918, while in use as a coal barge.

Henry Villard, wood ship of 1552 tons and 1150 M capacity, was built at Bath in 1882 by A. Sewall. In 1901 she was bought by Hind, Rolph & Co., San Francisco, and was used in the offshore lumber trade until 1911, when she was chartered to tow between San Francisco and Balboa. In 1913 she was bought by the Coastwise Steamship & Barge Co., Seattle, and was burned for her metal in 1929.

Henry B. Hyde, wood ship of 2583 tons, one of the largest wooden full-rigged ships ever built and the largest afloat during most of her sea career, was launched at Bath in 1884 by J. McDonald. In 1899 she was bought by the California Shipping Co., San Francisco, along with the rest of the fleet of Flint & Co., which was then getting rid of its sailing vessels and starting the American-Hawaiian Steamship Company. The Hyde was wrecked 10 miles south of Cape Henry in February, 1904, after she broke away from her tug while towing from New York to Baltimore to load for San Francisco.

The Bureau of Water Carriers of the Interstate Commerce Commission opened offices in San Francisco this week under management of Harold B. Anderson. The bureau, Anderson said, was opened to assist shipping interests in connection with the 1940 Transportation Act. Applications by water carriers on the Pacific Coast for permits and certificates of convenience and necessity will be investigated by the office.

Editorial

IN his historic address to the Canadian Parliament, Winston Churchill said: "There is no room now for the dilettantes, the weaklings, the shirkers. Our enemies have asked for total war. Let us make sure they get it." He could have added that when the Nazi tyranny, the Japanese frenzy and the Italian flop are all crushed and lie prostrate and the time comes for the free peoples to set the world in order on a decent and civilized basis, there should be no room for the dilettantes and the weaklings in the peace conclaves. This is a war of blood and iron and the peace conditions should be dictated by men of blood and iron. Otherwise, in time, another Hitler, another Mussolini, another Hirohito will arise from the abysmal depths of barbarism to menace the heritage of civilization, built up through long and arduous centuries by enlightened free peoples.

The present World War is largely the result of the flabby sentimentality of those responsible for the peace conditions imposed at the end of the first great conflict. Dilettantes, starry-eyed idealists, academic theorists and other types of sentimental busybodies had too much to say at the close of the first World War. The Versailles treaty had a few teeth at first, but under the influence of those weak-kneed gentry, they were soon extracted, leaving the door wide open to Germany to renew her underhand plotting against the world. In fact the victorious Allies then made one blunder after another, due to the influence of a soft-bellied idealism. The first blunder was made when the Allies granted the Armistice in November, 1917, when all commonsense and reason dictated that the war should not be ended until German soil had been dyed with blood and German farms and industries had suffered the same destruction that the Hun had inflicted on Belgium and France. No battle has been fought on German soil since the days of Napoleon. Thus for more than a century and a quarter, the horrors of modern warfare never have been brought home to the German people on the farms and in villages, towns and cities. As a result their sons goose-step lightly into war. They glorify war.

Fortunately for the world of enlightenment and freedom, we have Churchill, a realistic, practical man with no illusions as to the brutish instincts and unholy motives of the barbaric people who follow Hitler's leadership. The peace will be dictated amid the ruins of Berlin, with every German munitions plant, every German shipyard,

(Continued on Page 8)

Pacific Coast-Owned Sailors That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT No. 11

Herman, steam whaling barkentine of 471 tons, was built of wood at Bath in 1884 by the New England Shipbuilding Co., and was originally the missionary packet *Morning Star*. In 1903 she was bought by H. Liebes & Co., San Francisco, renamed *Herman*, and put into the Arctic Whale fishery and fur-trade. She was laid up after 1910, except for 1914, when she was fitted out for the relief of the Stefansson Karluk expedition. In 1916 she was given an Atlas gas engine, cut down to a baldheaded schooner, and placed back in the trade. In 1922 she was given a new diesel, and made her last Arctic trip. She was later sold to Mexican owners and renamed *Chapul-tepec*, but her fate has not been traced.

Highland Light, wood ship of 1314 tons, was built at Bath in 1874 by W. Rogers. In 1887 she was sold to George Plummer, San Francisco, and converted to a bark. She foundered off Vancouver Island on November 16, 1901, bound from Tacoma to Honolulu, the crew being picked up.

Honolulu, steel baldheaded four-masted schooner of 982 tons, was built at Port Glasgow, Scotland, in 1896 by R. Duncan for San Francisco owners, and was registered in Honolulu under the dummy ownership of John Ena. In 1900 she came under United States registry. The schooner left Shanghai for Port Townsend on March 26, 1905, and went missing. It is of interest to note that of the four steel lumber carriers built in Scotland for the West Coast owners about this time, the *Alta*, *Americana*, *Hawaii* and *Honolulu*, three went missing, the fourth, *Hawaii*, being still afloat as the Mexican motorship *Hidalgo*.

Hunter, wood whaling bark of 355 tons, was built at Bath in 1851, coming to San Francisco about 1884 under the ownership first of Wright, Bowne & Co., and later James McKenna. She was wrecked in the Bering Sea in 1900, her owners then being the Alaska Bonanza Mining, Trading & Transportation Company.

Indiana, wood ship of 1487 tons and 1300 M lumber capacity, was built at Bath in 1876 by the Seawalls and sold by them in 1898 to the Alaska Packers Assn., San Francisco. Her last voyages north were in 1920 and 1922, after which she was laid up at Alameda, being sold in 1925 to moving picture in-

terests of Los Angeles. Still carrying her spars, she was a familiar sight in Los Angeles Harbor until March 12, 1936, when she drove ashore at Long Beach, the wreck being burned to celebrate "Harbor Day" in June of that year.

Invincible, wood ship of 1460 tons and 1200 M lumber capacity, was built at Bath in 1873 by W. V. Moses & Son. In 1887 she was bought by the Port Blakely Mill Co., and in 1904 was converted to a four-masted schooner. In 1908 she was sold to Hind, Rolph & Co., and was laid up at San Francisco until 1914, when she was converted to a coal barge. She was burned for her metal in July, 1927.

Isaac Reed, wood ship of 1541 tons and 1150 M capacity, was built at Waldoboro, Maine, in 1875 by A. R. Reed. In 1900 she was bought by Jacob Jensen, San Francisco, and in 1914 was resold to Hind, Rolph & Co. and converted to a barge. She foundered off Bodega Bay in July, 1924.

J. B. Brown, wood ship of 1550 tons, was built at Kennebunkport, Maine, in 1874 by Titcomb & Thompson. In 1887 she was bought by W. E. Mighell, San Francisco, and after a long lay-up was broken up in 1904.

J. D. Peters, wood bark of 1085 tons and 800 M capacity, was built at Bath in 1875 by Goss & Sawyer. She was bought about 1890 to serve as a cannery ship by the Pacific Steam Whaling Co., San Francisco, thus later passing to the Pacific P. & N. Co., the Northwestern Fisheries Co., and the Booth Fisheries Co. Her last packing voyage was in 1923, and she was then laid up in Puget Sound, being burned for her metal at Point Crescent, Wash., April 18, 1930.

Jabez Howes, wood ship of 1648 tons, was built at Newburyport, Mass., in 1877 by J. Currier, Jr., for Howes Bros., San Francisco, and was taken over in 1880 by John Rosenfeld. In 1889 the ship was bought by W. E. Mighell, San Francisco, being sold in 1907 to the Columbia River Packers Assn. She was driven ashore at Chignik, Alaska, in April, 1911, the 114 persons on board all reaching land safely.

James Dollar, steel four-masted bark of 3017 tons, was built at Port Glasgow, Scotland, in 1901 by W. Hamilton as the *Comet* for the Anglo-American Oil Co. She was later sold to Germans and renamed *Orotava*, and lay all during World

Arise, America!

Arise, America, and girding up your loins
Smite the Barbarian and the Pagan, hip and thigh.
Help cleanse the world of all the evil broods
That run amok to loot, to kill and crucify.

Let the four quarters of the world now know
Another David moves upon the battlefield
In shining armor, wielding the flaming sword
While glow the stars of freedom on his shield.

Hail, America, fair land of peaceful life,
Humane, enlightened, always slow to wrath;
But once aroused, not all the black powers of hell
Can swerve you from the just avenger's path.

—J. B. C., Jr.

War I at Santa Rosalia, Gulf of California. In 1921 she was bought by the Dollar Line and refitted at San Francisco as the *James Dollar*. After a couple of voyages to Japan with lumber the vessel was laid up at Puget Sound, being sold in 1929 to the Pacific Coyle Navigation Co., Vancouver, B. C., who converted her to a log barge under the name *Pacific Forester*. She later was acquired by the Island Tug & Barge Co., Victoria, and is still afloat as the hog-fuel barge *Island Forester*.

James Drummond, wood ship of 1556 tons, was built at Phippsburg, Maine, in 1880 by C. V. Minott and sold by him just before 1900 to the California Shipping Co. In 1908 she was sold to the Alaska Barge Co., Tacoma, and on October 22, 1914, was wrecked in Seaforth Channel, B. C., while serving as a tow barge.

James Nesmith, wood bark of 1735 tons and 1275 M, was originally a ship built at Bath in 1877 by A. Hathorn. She was bought by W. E. Mighell, San Francisco, the manager of the California Shipping Co., about 1899. In 1908 she was owned by C. Bourdrow, San Francisco; and was last owned as a barge by the Western Fuel Co., dropping from registry about 1915.

James Rolph, steel ship of 2108 tons, was built as the *Celtic Monarch* at Liverpool by T. Royden in 1884. In 1910 she was dismantled and converted to a hulk at a Chilean port, where she was found by James Rolph in 1916 and towed to San Francisco for use as a coal barge. When the Armistice in November, 1918, removed the German submarine as a menace to the sailing ship, the *Celtic Monarch* was promptly sent up to Eureka to the Rolph shipyard and rigged as a full-rigged ship with three skysail yards, emerging under the name *James Rolph*. She was then chartered for barley from San Francisco to Queenstown, returning via Panama to Punta Arenas, Costa Rica, where she loaded for Harve via Panama. From Havre she went to Newcastle, Australia, then to Iquique, and from there in ballast to San Francisco, where

she was laid up after arrival in June, 1921. She was broken up at Bay Point in 1935.

ADDITIONAL DATA

Additional data on the brig *Harriet G.*, mentioned recently in the Lyman list, were obtained this week from Capt. J. E. Shields, president of the Pacific Coast Codfish Company, Seattle, and owner and master of the famous schooner *Sophie Christenson*. He said:

"As Mr. Lyman has gone to great pains to make his list correct, and as it will doubtless stand for a long time, I wish to suggest one correction. The *Harriet G.* was not cut down to a schooner in 1905 but operated as a brig until 1917. I do not know just when Capt. J. A. Matheson sold her but in the spring of 1917 she loaded lumber on Puget Sound for Honolulu, and capsized off Cape Flattery. She was salvaged by the halibut schooner *Sumner* and was rigged as a three-masted schooner. I bought her in September, 1917, and operated her as the *Esther* until 1920 in the copra trade. She was laid up from 1920 until 1924 and was sold to Ottar Hoffstad, a cannery man in Alaska, and became a floating cannery in 1924. The enterprise was not a success and she went to pieces on the beach at Uyak, Alaska, about 1932."

Alaskan Rates Up 45 Per Cent

A 45 per cent increase in freight rates and passenger fares between Seattle and Alaska ports became effective this week under authorization of the United States Maritime Commission. The higher rates, which affect the Alaska Steamship Company, the Northland Transportation Company and the Alaska Transportation Company, were made necessary as a result of wartime conditions. Increased cost of war-risk insurance was one of the major factors influencing the necessity for higher rates, according to officials of the Alaska Steamship Company.

Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT NO. 12

Janet Dollar, steel four-masted bark of 3091 tons, was originally the *Eclipse* of the Anglo-American Oil Co., built at Port Glasgow, Scotland, in 1902 by A. Rodger. As the German *Egon* she lay in Santa Rosalia from 1914 to 1921, then being bought by the Dollar Line from the Reparations Commission and renamed *Janet Dollar*. She made a voyage to Japan with lumber and then one to Sydney; then went with a Chinese crew to China where she was laid up for three years and finally was sold in 1927 to become a hulk on the Yangtze for a cement works.

Jeanie, wood auxiliary steam four-masted schooner of 1071 tons was built at Bath in 1883 by Goss & Sawyer. About 1887 she was bought by the Pacific Steam Whaling Co., San Francisco, as a supply ship for their whaling vessels, making annual voyages to Alaska with coal and provisions and returning with the season's catches of whalebone. She was later owned by the Alaska Coast Co., Tacoma, dropping from registry about 1913.

John Currier, wood ship of 1945 tons, was built at Newburyport, Mass., in 1882 by J. Currier, Jr., and was bought in 1900 by the California Shipping Co., San Francisco. She was wrecked at Nelson's Lagoon, Alaska, August 9, 1907.

John Ena, steel four-masted bark of 2842 tons and 2500 M lumber capacity, was built at Port Glasgow, Scotland, in 1892 by R. Duncan for John Ena and others of Honolulu and San Francisco. She came under U. S. registry in 1900 and was managed thereafter by A. P. Lorentzen. He sold her in 1915 to the Rolph Navigation & Coal Co. for \$180,000, they reselling her shortly for \$375,000 to the Standard Oil Co., who resold her in turn in 1920 to the Dollar Line. During the next two years she traded between New York and Rio, but in 1922 she came around to San Francisco in ballast under the ownership of James Botts. In 1925 she was sold to A. F. Mahoney, San Francisco, and took lumber to New York from Seattle under tow. On the return trip, while under charter to a moving picture company, she was dismantled, and lay at San Francisco from 1926 to 1934 with only her foremast standing. In the latter year she was towed to Los Angeles and there broken up.

John McDonald, wood ship of 2281 tons, was built at Bath by J. McDonald in 1882. In 1899 she was sold to the California Shipping Co., San Francisco, with the rest of the Flint fleet. She left Baltimore for San Francisco in September, 1900, was spoken in the North Pacific in January, 1901, reporting herself on fire, and was never heard from afterwards.

John A. Briggs, wood ship of 2110 tons, was built at Freeport, Maine, in 1878 by Briggs & Cushing. In 1886 she was bought by Capt. George Plummer, San Francisco, and 20 years later was resold to become a barge on the East Coast. She foundered off Barnegat, N. J., in 1909, taking down her crew of six.

John C. Potter, wood ship of 1244 tons, was built in 1869 at Searsport, Maine, by M. Packard. In 1888 she was bought by Charles Nelson, San Francisco, and was resold about 1903 to the Granby Smelter Co., British Columbia, for a barge. She was still afloat in 1930.

John & Winthrop, wood bark of 338 tons, was built at Bath in 1876 by Goss & Sawyer for New Bedford owners as a whaler. In the late '80's she came under the management of the Pacific Steam Whaling Co., and was sold in 1917 by their successor, H. J. Knowles, to the Crowley Launch Co. Under this ownership she was reregged as a schooner and put in the copra trade. In 1920 she was sold to British owners and was for a time in the Tasmania-New Zealand trade, eventually becoming a hulk at Launceston, Tasmania.

Joseph Dollar, steel four-masted bark of 2409 tons, was built at Glasgow, Scotland, in 1902 by J. Reid for German owners under the name *Schurbek*. She was laid up at Santa Rosalia during World War I, and in 1921 was bought by the R. Dollar Co. and refitted at San Francisco as the *Joseph Dollar*. She made a voyage to China in 1922 and on return was laid up for the next seven years in the Columbia River. In 1929 she again took lumber to China, being sold on arrival to become a hulk.

Joseph B. Thomas, wood ship of 1938 tons, was built in 1881 at Thomaston, Maine, by Samuel Watts, and sold by him in 1899 to the California Shipping Co. She was resold in 1909 to the Scullys of Perth Amboy, N. J., for a barge, and foundered off Cape Cod in Oc-

tober, 1913.

Julia E. Whalen, wood schooner of 101 tons, two-masted, was built at Essex, Mass., in 1884, and came to San Francisco owners shortly before 1900. She disappears from registry not long afterwards.

Kate Davenport, wood ship of 1248 tons, was built at Bath in 1866 by A. Hathorn. She was owned in the '80's by G. M. Noyes, Portland, Ore., passing to the Puget Sound Commercial Co. in a few years, and later being reduced to bark rig. She came under the ownership of the Pacific Packing & Navigation Co. about 1902, and a few years later was acquired by the George T. Meyers Canning Co., Seattle. After being converted to a hulk, she drops from registry about 1916.

Katherine, iron four-masted ship of 2205 tons and 1800 M lumber capacity, was originally the County of Linlithgow, built at Glasgow, Scotland, in 1887 by Barclay, Curle & Co. In 1906 she was sold to Chilean owners, from whom she was bought 10 years later by Comyn, Mackall & Co., San Francisco, and renamed the *Katherine*. In 1918 she was sold to Philippine owners who resold her a year later to the Philippine Vegetable Oil Co. They rebuilt the *Katherine* as a motor tanker, giving her a 6-masted baldheaded schooner rig, and put her on the run between Manila and San Francisco with coconut oil one way and petroleum the other. In 1925 she was sold to Greek owners for operations in the Black Sea and Mediterranean, and was afloat a couple of years ago under the name *Frieda* and a five-masted rig.

Kennebec, wood ship of 2126 tons, was built at Bath in 1883 by W. Rogers. In 1888 she was sold to Middlemas & Boole, San Francisco, after being ashore and badly damaged at San Pedro; and in 1904 was resold to East Coast owners for a barge. She foundered off Sandy Hook in February, 1917, her crew being rescued.

CLEVEDON LOST

While operating in Army service in Alaskan waters, the motorship *Clevedon*, former prominent unit in the Puget Sound-Alaska salmon fleet, was destroyed by fire last week. A thorough investigation of the disaster is now in progress. A former Italian vessel, sunk in the Columbia River, the *Clevedon* was raised and rebuilt by the Pacific American Fisheries of Bellingham.

The steamship *Robert Fulton* was launched at the Oregon Shipbuilding Corporation yards in Portland last Saturday with the entire force of 8,000 workers watching for the first time since the company had its first launching last September.

Editorial

IN our mammoth war effort, what this country now needs from Washington, D. C., is less talk and more action. If there ever was a time in the history of the United States when the situation demanded that bureaucratic spellers and departmental talkers be shoved aside and their places filled by men who do things and produce results, this is the time. The people are tired to death of inter-bureau and inter-department differences and mouthy squabbles which have slowed up our war effort. They are also sick of the brand of labor leaders who have been sniping at such men as Knudsen.

Wendell Willkie in his address Tuesday night expressed the need of the moment in three words, "tanks, not talk." He used the word "tanks" as a specific example of a general situation. The same condition prevails as to airplanes of all types and to munitions and war equipment of all kinds. The American people have 100 per cent confidence in the courage and ability of the Navy, the Marines and the Army but until those services are adequately equipped with tanks and planes, about all they can do is to stand on the defensive. They are not so equipped today, and yet we have been preparing for war for something like a year and a half. Too many talkers at Washington, D. C., not enough doers, and the result has been confusion and ineffectiveness!

Gen. Douglas MacArthur, our commander in the Philippines, is not a "retreating general." Nor is he a general who prefers to stand on the defensive. In that respect he has nothing in common with Gen. McClellan of the Union army in the Civil War. Instead he is a fighting general who like Grant realizes that the offensive is the road to victory. But brave, resourceful MacArthur is now compelled to stand on the defensive because of the lack of a few hundred fighting planes and bombers. His heroism and his men's heroism thrill the heart of America, but we were supposed to be into quantity production of planes and tanks last summer. And where are the tanks and the planes? Too many talkers, too many wire-pullers, too many self-seekers, too many men of petty personal ambition, in responsible berths in Washington, D. C. Too much hot air!

If the initial announcements of the new set-up are correct, the best step yet taken by President Roosevelt is his appointment this week of Donald M. Nelson as the supreme head of the war produc-

(Continued on Page 7)

Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 13

Lasbek, steel ship of 2335 tons, was built at Glasgow, Scotland, in 1894 by C. Connell & Co. as Ben Dearg. In 1910 she was resold to German owners and renamed Lasbek, and the outbreak of World War I found her at Santa Rosalia, Mexico. She sailed across the Gulf to Guaymas and lay there until 1926, when the Dollar Line, which had bought her in 1922, had her towed to San Francisco. There she lay for three years and was then sold to the Alameda Airport, they reselling her for breaking up in 1930.

Letitia, wood two-masted schooner of 245 tons and 250 M lumber capacity, was built at Salem, Mass., in 1867. She was owned in the '80's and '90's by Jacob Jensen, San Francisco, later being acquired as a whaler by the Oakland Whaling & Trading Co. She was laid up about 1912 and sank off South San Francisco in a gale a few years later.

Levi G. Burgess, wood ship of 1616 tons and 1300 M capacity, was built at Thomaston, Maine, by S. Watts in 1877. In 1887 she was bought by Jacob Jensen, and 10 years later reduced to bark rig. In 1910 she was sold to the Alaska Portland Packers, Portland; in 1922 was laid up there, and in November, 1928, was burned for scrap.

Lizzie Colby, wood two-masted schooner of 150 tons, was built at Essex, Mass., by J. James & Co. in 1882. She was owned by J. A. Matheson of Provincetown, Mass., who in 1891 sent her around Cape Horn and put her in the Bering Sea cod fishery out of Anacortes, Wash. She fished until 1906, and was then sent on a trading voyage

to Siberia, being wrecked without loss of life, June 29, 1907, in Anadir Bay.

Llewellyn J. Morse, wood ship of 1392 tons and 1100 M lumber capacity, was built at Brewer, Maine, in 1877 by J. Oakes & Son. In 1888 she was bought by John Rosenfeld, San Francisco, he reselling her in 1895 to the Alaska Packers Assn. From 1922 to 1925 she was laid up at Alameda, then being sold to a moving picture company. During the filming of "Old Ironsides" her rigging collapsed with some loss of life, owing to the cutting away of her frames to make gun ports, and the wreck was burned in Catalina Harbor, September 11, 1926.

Lord Templetown, steel bark of 2152 tons and 1950 M capacity, was built at Belfast, Ireland, in 1886 by Harland & Wolff. About 1898 she was bought by R. P. Rithet & Co., Victoria, and was registered in that port although managed by Eschen & Minor, San Francisco. She was laid up at San Francisco after arrival from Iquique in January, 1921, until she was sold to the Coastwise Steamship & Barge Co. in 1925. She is still afloat as a hog-fuel barge, owned by the Island Tug & Barge Co., Victoria, B. C.

Louis Walsh, wood ship of 1556 tons, was built at Belfast, Maine, in 1861 by White & Connor. She was sold in 1889 to the Moore & Smith Lumber Co., San Francisco; in 1891 to Wright, Bowne & Co.; and in 1898 to Seattle owners who sent her to Alaska. The ship was blown ashore and wrecked in Dutch Harbor October 14, 1902.

Louise J. Kenney, wood schooner of 163 tons, two-masted, was

built at Essex, Mass., in 1889. Capt. E. Everson, Seattle, was her owner and master for a couple of years after 1900. The schooner was later sold to Burns, Philip & Co., the copra merchants of Sydney, Australia.

Louisiana, wood ship of 1436 tons, was built at Bath in 1873 by Houghton Bros. She was bought about 1900 by J. Schoenfeld, San Francisco, and converted to bark rig. Later owned by Sanders & Kirchmann, she was sold about 1910 to Capt. James Griffiths' Coastwise Steamship & Barge Co. and reduced to a barge. The Louisiana was transferred to British Columbia registry in 1920, and is probably no longer afloat.

Lucille, wood ship of 1402 tons, was built at Freeport, Maine, in 1874. She was bought about 1896 by S. B. Peterson, San Francisco, and was wrecked at Ugashik, Alaska, August 19, 1908. The crew and cannery hands to the number of 160 were landed safely, but a \$186,000 cargo of canned and pickled salmon was a total loss.

Lydia, wood whaling bark of 329 tons, was built at Rochester, Mass., in 1840 by Meigs. She was first operated out of Nantucket; in 1845 out of Fairhaven; in 1864, New London; in 1865, New Bedford, and in 1891 by E. H. Hanson, San Francisco. In 1900 she was owned by C. J. Hendry Sons & Co., San Francisco, dropping from registry the next year.

M. P. Grace, wood ship of 1928 tons, was built at Bath, Maine, by Chapman & Flint in 1875. In 1898 she was sold to G. W. Hume & Co., San Francisco. Resold in 1906 to East Coast owners for a barge, she stranded off Shinnecock, New York, November 13, 1906.

Mae Dollar, steel four-masted bark of 3410 tons, was built at Port Glasgow, Scotland, in 1892 by Russell and was at the time of her launching as the Somali the largest British sailing vessel. She later carried the name Alsterdamm and Adolf Vinnen under German ownership; was laid up at Santa Rosalia from 1914 to 1923; and was then brought to San Francisco by

the Dollar Line which renamed her Mae Dollar but never put her into service. In 1929 she was sold to the Pacific Coyle Navigation Co., Vancouver, B. C., for conversion to a log-barge under the name Pacific Carrier, and is now owned by the Island Tug & Barge Co., Victoria, as the Island Carrier.

Manga Reva, steel four-masted bark of 2214 tons and 2000 M lumber capacity, was built at Glasgow, Scotland, in 1891 by C. Connell as the Pyrenees. In 1900 on a voyage from Tacoma to Leith with grain the cargo took fire, and after a call at Pitcairn the vessel was beached in Manga Reva lagoon. This incident was dramatized by Jack London in a story, "The Seed of McCoy." The wreck was abandoned to the underwriters, and Capt. I. E. Thayer, who 20 years before had salvaged the Ada Iredale, went down from San Francisco and succeeded in sailing her to that port. By a special Act of Congress American registry was granted the vessel "whenever it shall be shown that the cost of repairs in the United States or of material or labor brought from the United States is equal to ten times her cost in the wrecked condition," and she went back into service as Manga Reva in 1905. In 1912 the vessel was operated under tow between San Francisco and Panama; in 1913 there was a famous mutiny on board; in 1916 she was sold to East Coast owners for \$130,000 and a year later was resold for \$300,000. She went missing in April, 1917, probably through enemy action, bound from London to Hampton Roads.

NEW CHART

ALASKA—No. 8455. Yakutat Bay. December, 1941. Scale, 1:80,000. Size 28 by 32 inches. Price, 50 cents. Extensive amendments have been made to the hydrography of Monti Bay and approaches, from a recent survey by the U. S. Coast and Geodetic Survey.

A. M. Sobierski, Inspector.
U. S. C. & G. Survey.

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Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 14

Marion Chilcott, iron ship of 1738 tons, was built at Port Glasgow, Scotland, in 1882 by Russell as Kilbrannan. In 1898 she came under U. S. registry as a repaired wreck, owned by Barneson & Chilcott, San Francisco, and was renamed Marion Chilcott. In 1900 she was bought by Capt. William Matson and later about 1907 was converted to a tanker and transferred to the Associated Oil Co., operating under sail between Hawaii and San Francisco with oil one way and molasses the other. In 1920 she was bought by G. W. McNear and sent to Holland with an oil cargo. She traded for a time between the Gulf and Denmark, and in 1923 was sold to a molasses company in Trinidad, where she went to pieces about 10 years later.

Martha Davis, wood bark of 870 tons, was built at East Boston by Smith & Townsend in 1873 for C. Brewer & Co., Boston. In 1898 she came under the management of Welch & Co., San Francisco, and was destroyed by fire at Hilo, May 13, 1905.

Mary Ann, wood two-masted schooner of 102 tons, was originally a steamer built at Philadelphia in 1852, and owned in San Francisco and later Eureka. She was converted to a schooner at San Francisco about 1898 and was wrecked without loss of life at Unga, Alaska, November 13, 1905.

Mary Dollar, steel four-masted bark of 3102 tons, was built at Port Glasgow in 1904 by W. Hamilton for German owners under the name Hans, being a sister to Moshulu, ex-Kurt. From 1914 to 1922 she lay at Santa Rosalia, then being sold to the Dollar Line and towed to San Francisco, where she was renamed Mary Dollar and then laid up again. In 1935 she was sold to Los Angeles owners and converted to a gambling barge under the name Tango. When the gambling ships were put out of business in 1939, she was laid up in Los Angeles Roads, where she drove ashore in December, 1940. Her ownership changed hands in April, 1941, with the possibility that she might be reregged as a schooner and sent to sea again.

Mary L. Cushing wood ship of 1658 tons, the last full-rigged ship built in Massachusetts, was launched at Newburyport in 1883 by G. E. Currier. In 1900 she was sold to the California Ship-

ping Co., San Francisco, and in 1902 was converted to a bark. While unloading at Mazatlan from Newcastle, N.S.W., in August, 1906, she dragged ashore and became a total loss.

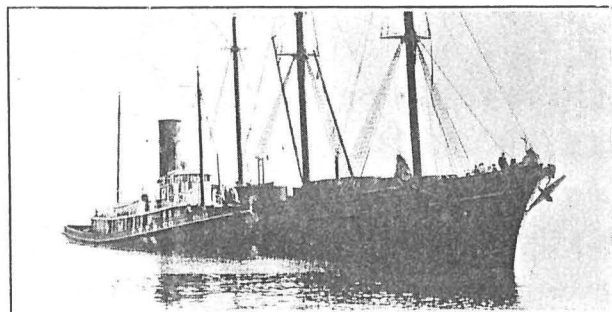
Mauna Ala, composite bark of 820 tons, was originally the British Pak Wan, built as a tea clipper at Sunderland in 1863 by G. Peverall. She was bought by J. S. Walker, Honolulu, about 1892, coming under the U. S. flag in 1900. She was wrecked on the bar at Topolobampo, Mexico, July 27, 1903.

May Flint, iron four-masted bark of 3576 tons, was originally the British steamer Persian Monarch, built at Dumbarton, Scotland, in 1880 by McMillan. In 1895 she was converted to sail under U. S. registry at Newport News after being ashore near New York, and was reputedly one of the three largest and ugliest sailing vessels in the world. In 1899, with the rest of the Flint fleet, she was sold to the California Shipping Co., and was operated in the coal trade from Seattle to San Francisco. On the night of September 8, 1900, while coming up San Francisco Bay, having just arrived from Seattle with 5000 tons of coal, she got in collision with the bark Vidette and the U.S.S. Iowa, which was anchored off the city to take part in the celebration of the 50th anniversary of California's admission to the Union. The ram bow of the war vessel tore away the side of the May Flint, and she sank in 20 minutes off the Mail Dock, the wreck later being blown up to clear the channel.

McLaurin, wood ship of 1374 tons, was built at Newburyport, Mass., in 1878 by Atkinson & Fillmore. In 1904 she was bought by L. A. Pederson, San Francisco, to operate as a salmon packer. She made her last voyage in 1923 and was then laid up at San Francisco, being burned for her metal in October, 1927.

Melanope, iron ship of 1686 tons, was built at Liverpool, England, in 1876 by Potter. In 1900 she was libelled at San Francisco after arrival from Panama, her owner-master having jumped overboard on the way up, and was sold to J. J. Moore & Co. They had her registered in British Columbia until 1906, when she was picked up dismantled and towed to Astoria and then sold to Capt. James Griffiths, pioneer shipping man of Se-

AS SHE LOOKED IN HER CLOSING YEARS



Above is shown the Fresno, mentioned recently in Mr. Lyman's list, running on this page, as she appeared in her final years. She began as the wood bark Fresno, built in Bath, Maine, in 1874, for the Puget Sound Commercial Company of Port Townsend. She was cut down to a barge under the ownership of the Tyee Co. in 1914, and later was acquired by the North Pacific Sea Products Company of Seattle which operated her in connection with its Alaska whaling stations. The picture was taken when she was in that service. Later she was laid up in Lake Washington and burned in April, 1923.

attle, for a hulk. She is said still to be afloat as a C.P.R.R. coal hulk at Esquimalt, B. C.

Mercury, wood ship of 1156 tons, was built at New York by Westervelt & McKay as a Havre packet. After serving for a time as a schoolship out of New York, she came to the Pacific in the '80's under the ownership of Renton, Holmes & Co., Port Townsend, managers of the Port Blakely Mill Co. She dropped from registry in 1901.

Merom, wood ship of 1204 tons, was built in Phippsburg, Maine, in 1870 by C. V. Minott, he selling her in 1890 to the Arctic Packing Co., San Francisco. She was thus taken over by the Alaska Packers Association in 1894. The ship was blown ashore at Kodiak, Alaska, October 10, 1900, with the loss of one crew member and 12,000 cases of salmon.

Mildred E., wood two-masted schooner of 118 tons, was built at Meteghan, Nova Scotia, in 1884 as Magnum, coming under U. S. registry in 1895 at Seattle. She drops from registry after 1900.

Mohican, wood bark of 852 tons, was built at Chelsea, Mass., in 1875 by Pierce & Montgomery. She was bought by Welch & Co., San Francisco, about 1899, passing to the Matson Navigation Co. in 1908. Matson converted her to a molasses barge; in the early years of World War I she was chartered by the Army and towed to Hawaii with some of their heavy coast-artillery; and in 1919 she was being operated at San Francisco as a vegetable oil barge at the State terminal. She subsequently was used as an oil barge at San Pedro and at San Diego; was burned to the water's edge at the latter port about 1926; and her wreck was finally cleared away during dredging operations in 1940.

Monongahela, steel four-masted bark of 2782 tons and 2200 M capacity, was built at Glasgow, Scotland, in 1892 by Barclay, Curle as the Balasore. She was later the German Dalbek, and was caught at Portland, Ore., in August, 1914, being seized by the U. S. in 1917 and renamed Red Jacket. She was used for a time to haul coal to Hawaii, and was renamed Monongahela late in 1917; next she was operated by the Shipping Board between San Francisco and Manila. In 1922 she was bought by the Columbia River Packers Association, but was resold within a year to the Charles Nelson Co., without ever having gone to Alaska. In 1923 she was towed through the Canal to Florida with lumber, returning under tow with sulphur from Galveston. In 1927-8 she made a voyage to Australia, and was then laid up again near Seattle until 1936, when she was sold for \$8000 to become a log-barge on Puget Sound.

S. C. ARMSTRONG HEADS EXCHANGE

S. C. Armstrong, vice-president of the White-Dulany Company, grain division of the Fisher Flouring Mills, has been elected president of the Merchants' Exchange of Seattle, the trustees announced this week. Clarence H. Carlander, president and general manager of the Puget Sound Freight Lines, was named vice-president, and Wendell W. Turner, of Turner & Pease Company, was elected secretary and treasurer. B. D. Riley was chosen manager and assistant secretary for his 12th consecutive term.

Bonneville dam records show the migration of Columbia River salmon lowest in four years.

Pacific Coast-Owned Sailors That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT NO. 15

Monterey, iron five-masted barkentine of 1854 tons, was built at Southampton, England, in 1878 by Oswald & Mordaunt as the ship *Cypromene*. In 1903 she was blown ashore at Salina Cruz, Mexico, and was repaired at San Francisco by Capt. William Matson as the tank-barge *Monterey*, being given U. S. registry by the Act of 1852. In 1907 she was transferred to the Associated Oil Co. and was operated as a barge until early in 1920, when she was bought by Balfour, Guthrie's Fife Shipping Co. and converted to a five-mast barkentine at the Union Iron Works, Alameda. She made several voyages to Cape Town, Australia, and South America, being sold in 1922 to the Charles Nelson Co. In July, 1923, she lost her head-rigging in collision with an unknown steamer off Clallam Bay, bound from Port Natal to Seattle, and was then laid up at San Francisco. In September, 1934, she was towed from San Francisco to Los Angeles and there broken up.

Moshulu, steel four-masted bark of 3116 tons, was a sister to the *Mary Dollar*, and was built as the *Kurt* at Port Glasgow, Scotland, in 1904 by W. Hamilton. In April, 1917, she was seized by the United States at Portland, and was first renamed *Dreadnaught*, leaving San Francisco for Sydney in October, 1917, as the *Moshulu*. She was operated by the Shipping Board between San Francisco and Manila until she was bought by the Charles Nelson Co. in 1922. Except for a couple of trips along the coast under tow, she was laid up until 1927, when she took lumber from Astoria to Australia, and then returned to Puget Sound to be laid up again. In 1935 she was bought by the famous Finnish shipowner, Gustaf Erikson of Mariehamn, and when last heard of a year or so ago was running between Norfolk and Buenos Aires.

Muscocoota, steel four-masted bark of 2660 tons, was built at Liverpool, England, in 1888 by T. Royden as the *Buckingham*, and later under German ownership carried the names *Bertha* and *Ottawa*. She was taken over by the United States at San Francisco in 1917 and was renamed *Muscocoota*, then *Flying Cloud*, and then *Muscocoota* again. She was operated between San Francisco and Australia or Manila until November, 1921, by the Shipping Board. Getting into debt at Newcastle, N.S.W., she was

sold to her master, Capt. A. C. Wilvers of Erie, Pa., for \$37,000. He made one more round trip with her, and then sold her to Australian owners who converted her to a hulk at Sydney in December, 1924.

Nellie Coleman, wood two-masted schooner of 160 tons, was built at Lamoine, Maine, in 1883 by D. D. Hodgkins. She came to Seattle owners in 1900 and from 1903 to 1905 was operated by the Seattle & Alaska Codfish Co. She left Squaw Harbor, Alaska, for Seattle on November 10, 1905, and disappeared with her crew of 12.

Nicolas Thayer, wood bark of 584 tons, was built at Thomaston, Maine, in 1868 by J. W. Small. In 1887 she was bought by C. C. Rohlfis, San Francisco, passing in 1894 to the Alaska Packers Assn. The bark left Seattle for Seward, Alaska, in January, 1906, and went missing with all hands.

Northern Light, wood bark of 384 tons, was built at Rochester, Mass., in 1851 by W. Barstow. She was operated for many years as a whaler, coming to San Francisco in the '80's under the management of James McKenna. During the Klondike rush she was sold into the merchant service and was lost in 1900 on a voyage from Puget Sound to Hawaii with lumber. Her owners then were C. D. Bunker & Co., San Francisco.

Nuuanu, iron bark of 1028 tons, was built at Leith, Scotland, in 1882 by Ramage & Ferguson as the *Highland Glen*, and was bought about 1896 by C. Brewer & Co., Honolulu, being renamed the *Nuuanu*. In 1900 she came under U. S. registry and was transferred to E. M. Brewer, Boston, who sold her in 1912 to the General Petroleum Corp., San Francisco. They converted her in 1916 to an auxiliary tank schooner and sold her a couple of years later to the Philippine Vegetable Oil Co., who operated her for a time between San Francisco and Manila. She subsequently had numerous changes of ownership under Philippine registry, and suffered in turn the names *Progreso*, *Hai Hong*, *Maggie*, and *San Bernardino* before she finally dropped from sight about 1932.

Formerly known as one of the California gambling ships, the old steel hull *Tango* is being rigged as a six-masted baldheaded bark at San Pedro. She was originally the German bark *Hans*.

Sch. Nellie Coleman Victor in Fierce Fights With Gales

The schooner *Nellie Coleman*, mentioned in the accompanying installment of Mr. Lyman's list, figured prominently in the gold rush to the Seward Peninsula district of Alaska, making voyages from Seattle to Nome and St. Michael. One of her southbound voyages, made under the command of Capt. A. S. Ross, who previously had owned and operated her in the Atlantic, is still vividly remembered by old-timers. That was in the fall of 1899. Capt. Ross, one of the last of this country's great sailing masters, retired from the sea a number of years ago and has since engaged in the insurance business. Although now in his 80s, he is as active and alert as a man in the late 50s.

The *Nellie Coleman* was built in 1883 at Lamoine, Maine. During her first years she was engaged in the Grand Banks fishery in the Atlantic. She was then sold to New York interests which used her in the West Indies business for a short time in 1891. In that year she was acquired by Capt. Ross and others and from then until the fall of 1897, Capt. Ross sailed her in the fruit trade between Charleston, South Carolina, and Jamaica, Cuba, West Indies and Bahama Islands, carrying cargoes of bananas, coconuts, oranges and pineapple. These and other facts in this article are taken from a summary of the schooner's career written by Capt. Ross.

After six years in the fruit trade, Capt. Ross and associates sold the *Nellie Coleman* to Bert Chaffin of Boston, Massachusetts, and in October, 1897, the *Nellie* sailed from the East Coast for Seattle, with Capt. William Ross master. He was a brother of Capt. A. S. Ross. The *Nellie* lost two men while rounding tumultuous Cape Horn into the Pacific after the long run down the Atlantic. After a call in San Francisco, she voyaged up the Coast to Seattle and in the summer of 1898 she loaded general cargo here for St. Michael at the mouth of the Yukon River. In due time she sailed back to Seattle and in May, 1899, she loaded a valuable general cargo for another voyage to St. Michael. After discharging there, she made two trips between St. Michael and Nome with her former Atlantic Coast owner, Capt. A. S. Ross, as master. He had come to the Pacific Coast and gone North. For the schooner and for Capt. Ross, it was a far cry from the fruit trade on the Atlantic, but vessel and master were at home in any waters.

Next came a thrilling voyage back to Seattle under Capt. A. S. Ross' command. The *Nellie* sailed from Nome for Seattle about October 10, 1899, with 75 passengers, all returning miners coming out at

the end of the Bering Sea season. For ballast she had about 80 tons of sand, it is noted in Capt. Ross' memorandum. The sand was platformed down with stanchions to hold it in place. On each side of the platform two tiers of bunks had been constructed, fore and aft of the hold, for the passengers. In the center of the hold were a long table and a large range for cooking. Such were the accommodations for the passengers, but they were men of the hardy type, used to roughing it.

"After leaving Nome," says Capt. Ross' memorandum, "we encountered very heavy weather and finally a very severe north snow-storm. We ran for Unimak Pass and came through it with a heavy gale and high seas. When we were about 100 miles east of Unimak, running under double-reefed foresail with a heavy swell from the lee side (from the Southwest) and terrible seas from astern, the vessel fell on her beam ends. At the same time the foresail jibed and fairsail and the gale went by the board. And at that same moment a mountainous sea boarded us from astern, submerging the schooner entirely for a few minutes. Boats, davits and everything moveable were washed overboard as the vessel lay on her beam ends."

That looked like the end for the *Nellie Coleman* and all aboard, but she was a stout vessel and she had one of the best masters of sail under the Stars and Stripes.

"We brought her to with the low side to windward," continues the Ross memorandum, "while the passengers all rushed on deck, crying the vessel was sinking. The master finally succeeded in assuring them that the schooner was not about to go down, and told them they must go below and shovel sand. The sand ballast, beds, range, table and passengers had all been thrown into the starboard wing when the vessel went on her beam ends, a very deplorable condition. With the promise of life, those poor seafaring souls, together with the crew, worked like Turks for four hours. With the schooner on her bottom again, we scudded before the gale under bare poles for 48 hours. Finally we got within 20 miles of Cape Flattery, but then were obliged to haul off shore owing to thick stormy weather. We lost the jib boom and the fore topmast off Flattery. However, we arrived in Seattle about November 10, 1899, with all aboard safe and none the worse for a trying experience."

Following her arrival back in Seattle, the *Nellie Coleman* was sold to the Stetson-Post Mill Com-

(Continued on Page 7)

Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT NO. 16

Oakland, wood bark of 534 tons, was built at Bath, Maine, in 1865, and was owned for many years by the Port Madison Mill Co., Washington. Just before 1900 she was sold to Seattle owners. In March 1901 she made the passage from Hilo to Everett in 11 days; but she was wrecked on July 27 of the same year near Port Clarence, Alaska.

Occidental, wood ship of 1533 tons, was built at Bath in 1874 by E. & A. Sewall and bought from them in 1890 by Capt. George Plummer, San Francisco. In 1906 she was sold to East Coast owners and converted to a coal barge, and about 1930 was laid up in a boneyard near New York, where she rotted away.

Olympic, wooden four-masted vessel of 1469 tons and 1100 M capacity, was square-rigged on the two forward masts and schooner-rigged on the other two. She was built at Bath in 1892 by the New England Shipbuilding Co. In 1899 she came under the management of Williams, Dimond & Co., San Francisco, for the Island sugar trade and in 1910 was sold to the North Alaska Salmon Co. In 1917 she was bought by Thomas Crowley, San Francisco, and converted to an orthodox four-masted barkentine. Her last voyage was from Eureka to Sydney and Callao in 1920-21, after which she was laid up at San Francisco, although making brief cruises for motion picture work in October, 1921, and September, 1923. In 1925 she was sold to the Hermosa Amusement Corporation, Los Angeles, and was converted to a fishing barge. Her hull was still afloat in 1940.

Oregon, wood ship of 1430 tons, was built at Bath in 1875 by W. Rogers and bought from him in 1887 by W. E. Mighell, San Francisco, who converted her to bark rig. In 1903 she was sold to R. Dunsmuir's Sons, British Columbia, for a coal barge, and was later sent to Alaska, finally being wrecked at Nome.

Orient, wood brig of 312 tons and 350 M lumber capacity, was built at Brunswick, Maine, in 1865. She was owned for many years by A. M. Simpson, San Francisco, who converted her to a two-masted schooner in 1885. About 1900 she was sold to B. H. Tietjen, San Francisco, and dropped from registry about 1912.

Oriental, wood ship of 1688 tons and 1400 M lumber capacity, was

built at Bath by E. & A. Sewall in 1874 and sold by them in 1881 to Samuel Blair, San Francisco, who converted her to a bark. About 1906 she was resold to the North Alaska Salmon Co., passing later to Libby, McNeill & Libby, Seattle. Her last voyage North was in 1925, after which she was laid up in Lake Union, her register being abandoned in 1930.

P. N. Blanchard, wood ship of 1582 tons, was built at Yarmouth, Maine, in 1876 by J. A. Seabury. In 1899 she was bought by the California Shipping Co., San Francisco, and was destroyed by fire a year later near Cape Horn, on passage from Baltimore to San Francisco, the crew reaching Port Stanley safely.

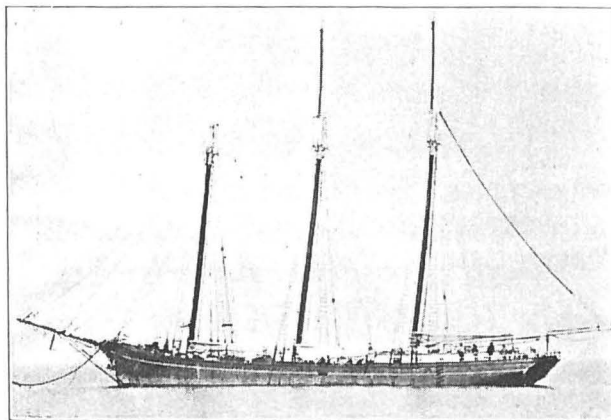
Pactolus, wood bark of 1673 tons and 1100 M feet lumber capacity, the largest wooden bark ever built in the United States, was launched at Bath in 1891 by John McDonald. In 1899 she was bought by the California Shipping Co., being resold in 1911 to F. B. Peterson, San Francisco. She worked as a salmon packer until 1924, then being laid up at Antioch where she was broken up in 1937.

Palmyra, wood ship of 1359 tons, was built at Bath in 1876 by Goss & Sawyer. In 1887 she was bought by Pope & Talbot, Port Townsend, later being reduced to bark rig, and in 1908 was converted to a barge by Capt. James Griffiths, Seattle. In 1926 she was sold to moving picture interests of Southern California and was burned at Catalina about 1929.

Paramita, wood ship of 1582 tons and 1100 M capacity, was built at Freeport, Maine, in 1879 by E. C. Soule. In 1900 she was bought by Lewis & Anderson, San Francisco, later being sold to L. A. Pederson. The Paramita was wrecked in Unimak Pass in May, 1914, while bound to Bristol Bay from San Francisco.

Phyllis, steel four-masted bark of 2258 tons, was built at Port Glasgow, Scotland, in 1886 by Russell as the Australia for British owners. She was later owned in Germany as the Elisa Lihn, coming under Chilean registry in 1914 under her old name. In 1916 she and the County of Linlithgow were bought by Comyn, Mackall & Co., San Francisco, for \$140,000 the pair, and came under U.S. registry as the Phyllis and the Katherine respectively. A year later the Phyllis was resold to New York

SCHOONER'S IDENTITY NOW A MYSTERY



Can any Marine Digest reader identify the trim, three-masted schooner shown in the above picture? Years ago it was presented to this publication as a bona fide picture of the John A. and last year was run as such in the Marine Digest. But Capt. J. E. Shields of Seattle, owner of the John A. for many years until she was taken over by the Federal government a week or two ago, is positive that the picture is not of the John A., and he should know. "But," he says, "the vessel in the picture is a trim-looking craft and I wouldn't mind owning her at the present moment, and you can lay to that."

owners for \$275,000, and she did not return to the Pacific until 1922, when she went from Pensacola to Honolulu. She then made a couple of voyages with lumber from Puget Sound to Adelaide, Australia, and was sold for breaking up in 1925.

Poltalloch, steel four-masted bark of 2253 tons and 2000 M lumber capacity, was built in Belfast, Ireland, in 1893 by Workman, Clark & Co. About 1910 she came under the management of Eschen & Minor, San Francisco, being registered in Victoria until 1914, when they were able to put her under the American flag. She was wrecked on the British coast on a voyage from Caleta Buena, Chile, to Leith, Scotland, January 2, 1916.

Prins Valdemar, steel four-masted barkentine of 1361 tons, was built at Elsinore, Denmark, in 1892 by the Elsinore Iron Shipyard & Engine Works, as a three-masted bark. About 1910 she was wrecked or dismasted on the West Coast of Mexico, being converted as a result to a schooner-barge; and in 1915 was sold to G. W. McNear, San Francisco, and refitted as a four-masted barkentine. She was sent around Cape Horn with a cargo of foodstuffs for Scandinavia, but as in the case of the Andrew Welch and the Dirigo her cargo got her into trouble; the Prins Valdemar was seized by the Germans and detained until after the Armistice, when she was sold to New York owners. At Miami, Florida, in January 1926, during the great boom, she foundered in the harbor while being converted to a floating hotel. Her hull was later raised and four years or so ago was placed in a permanent berth on dry land where it now houses an aquarium.

Prussia, wood ship of 1212 tons, was built at Bath in 1868 by Houghton Bros. and sold by them about 1883 to the Puget Sound Commercial Co., Port Blakely. The Prussia was reduced to bark rig about 1895, and was wrecked on Staten Island, Tierra del Fuego, June 19, 1907, while bound from Norfolk to Bremerton, Wash., with coal.

Navy Offering Big Opening to Undergraduate

Class V-1 reserve enlistments in the United States Navy have been arranged to provide the Navy with more petty officer material by permitting recruits to complete their current school year before reporting for active duty. Under a new order authorized by the Bureau of Navigation, high school and college undergraduates between the ages of 17 and 20 may enlist in V-1 immediately, then be placed on inactive status for the balance of the school year. They will not be called to active duty until the present school year is completed, unless a sudden change in the military situation should necessitate the calling in of all recruits.

This arrangement was made because of the Navy's present great need for petty officer material. By permitting recruits to complete their current school year and obtain additional education, the recruits' opportunities for advancement are increased.

Subscribe to The Marine Digest

Pacific Coast-Owned Sailors That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 17

Quatsino, iron barge of about 1,700 tons, was originally the British ship *British Merchant*, built at Belfast, Ireland, in 1880 by Harland & Wolff. In 1895 she became the German *Arthur Fitger*, and in 1908 was burned out at Seattle while lying ready to sail with a lumber cargo. The hull was bought by Capt. James Griffiths of Seattle and converted to the barge *Quatsino*, being wrecked in Dixon Entrance. October 15, 1909, while towing with 3000 tons of coal from Nanaimo to Cordova.

R. D. Rice, wood ship of 2263 tons, was built at Thomaston, Maine, in 1883 by S. Watts. In 1899 she was bought by the California Shipping Co., San Francisco, and was destroyed by fire at Hiogo, Japan, in April, 1901, while unloading kerosene, the crew being suspected of arson.

R. P. Rithet, iron bark of 1097 tons and 800 M lumber capacity, was built at Glasgow, Scotland, in 1892 by C. Connell for C. Brewer & Co., Honolulu, being named for their Victoria agent and partner. Coming under U. S. registry in 1900, the vessel was managed by Welch & Co., San Francisco, until 1908, when that firm's vessel interests were absorbed by the Matson Navigation Co. In 1916 a Boller auxiliary engine was installed in the bark, but she was destroyed by fire without loss of life on July 24, 1917, while in 146°W on the passage from Honolulu to San Francisco.

Reaper, wood ship of 1468 tons, was built at Bath in 1876 by the Sewalls and sold by them in 1898 to A. P. Lorentzen, San Francisco, who converted her to a bark. She was burned at Port Ludlow, Wash., July 21, 1906.

Reinbek, steel four-mast bark of 2765 tons, was built at Whitehaven, England, in 1889 by the Whitehaven S. B. Co. She carried in turn the names *Windermere*, *Lord Rosebery*, and under German ownership, *Reinbek*. In August, 1914, she arrived at Santa Rosalia, Mexico, from Hamburg, and was then laid up. In January, 1924, she was towed to San Francisco by the Dollar Line, who had bought her from the Reparations Commission. She was laid up again until April, 1929, when she was sold for breaking up.

Reuce, wood ship of 1924 tons and 1375 M capacity, was built at Kennebunk, Maine, in 1881 by N. L. Thompson. In 1900 she was bought by the California Shipping

Co., San Francisco, and in 1911, after a 3-year lay-up, was sold to the Columbia River Packers Assn., Astoria. Her last salmon voyage was in 1922; in 1923 she was sold to a syndicate who loaded her at Astoria with lumber for Japan. The *Reuce* was wrecked on February 10, 1924, 114 days out, at Omaesaki, Japan; the crew were all rescued.

Richard III, wood ship of 985 tons, was built at Portsmouth, N. H., in 1859, and was bought and rebuilt in 1882 by Middlemas & Boole, San Francisco. Sold in 1897 for a barge in British Columbia waters, she was wrecked in Clarence Straits in January, 1907.

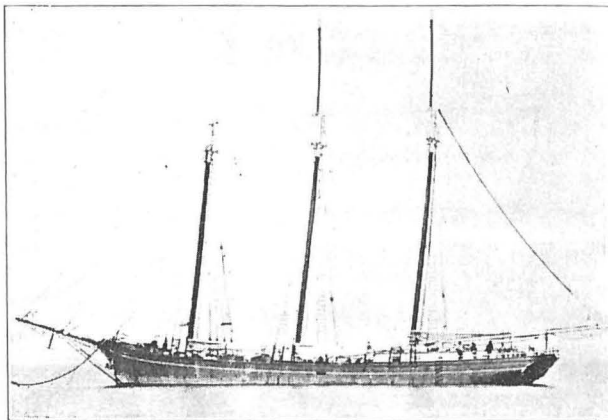
Riversdale, steel ship of 2181 tons, was built at Port Glasgow, Scotland, in 1894 by W. Hamilton. Renamed *Harvestehude* in 1910 by German owners, she shared the fate of the *Reinbek* during World War I, and was towed to San Francisco in 1921. In 1924 the Dollar Line sold her to Capt. James Griffiths, Seattle, for conversion to a barge under her original name. The barge *Riversdale* is now owned by the Island Tug & Barge Co., Victoria, B. C.

Roderick Dhu, iron bark of 1534 tons, was built at Sunderland, England, in 1873 by Mounsey & Foster. She came under Hawaiian registry in 1897, under the ownership of Capt. William Matson, and about 1907 was converted to an oil barge to operate in connection with his Coalinga - Monterey pipeline, which became part of the Associated Oil Co. She was wrecked at Point Pinos, Monterey Bay, Calif., April 26, 1909.

Rufus E. Wood, wood ship of 1477 tons, was built at Deering, Maine, in 1875 by W. G. Russell. About 1887 she was bought by W. E. Mighell, San Francisco, becoming a bark about 1892. In 1906 she was sold through Alex Woodside to the Hammond Lbr. Co. to operate as a barge between Eureka and San Francisco. She next passed to the Charles Nelson Co. for similar service, was sold in 1923 to John L. Key, and dropped from registry about four years later.

Ruth, iron barkentine of 488 tons, was built at Sunderland, England, in 1860 by T. R. Oswald as the bark *Sharpshooter*. She was later renamed *Madeleine*; then *Sharpshooter* again; and in 1898 came under U. S. registry by a special Act of Congress dated Feb. 9, as the barkentine *Ruth*, owned

IDENTITY OF THIS SAILER REVEALED



The picture of the above three-masted schooner was published in this same place in the *Marine Digest* last Saturday with a request for information as to her identity. This week comes a letter from Hugh M. Delanty of the Grays Harbor Stevedoring Company, that apparently clears up the mystery, thus rescuing the trim vessel from the list of "forgotten vessels." Mr. Delanty's letter, addressed to the editor, follows:

"Being much interested in the photograph of the unidentified schooner appearing on page two of your issue of February 14, I have been chasing down clues to try to find out her name. Local sages claim her to be the *Eva*, a vessel of 277 tons built at Seabeck, Wash., in 1880 and lost on the Mexican coast in 1910. Our superintendent, Mr. Emil Hess, sailed on the *Eva* and positively identifies the photograph. There are several distinctive features appearing in the photograph, such as absence of forecastle, unusually long after house and very long spanker boom that lend to her identity."

by J. F. Cunningham & Co., San Francisco. She later passed to New York owners; but about 1907 was converted to a coal barge in San Francisco Bay. She was beached at Government Island in the Oakland Estuary after a collision in 1923, and the remains of her hull could be seen there a few years ago.

S. C. Allen, wood bark of 690 tons and 750 M capacity, was built at Bath in 1888 for Allen & Robinson, Honolulu, although managed for them until 1900 under the American flag by C. S. Holmes, Port Townsend. The bark was wrecked on Diamond Head, October 13, 1913, the crew of 12 getting ashore safely.

S. D. Carleton, wood ship of 1882 tons, was built at Rockport, Maine, in 1890 by Carleton, Norwood & Co., and was bought in 1899 by the California Shipping Co., San Francisco. She was sold about 1910 to the Luckenbachs of New York for a coal barge, dropping from registry a couple of years later.

St. David, wood ship of 1595 tons, was built at Bath in 1877 by Chapman & Flint. In 1899 she also was bought by the California Shipping Co., being resold in 1909 to Capt. James Griffiths, Seattle, for conversion to a barge. She was wrecked in Yakutat Bay, Alaska, October 31, 1917.

St. Frances, wood ship of 1898 tons and 1400 M capacity, was built at Bath in 1882 by J. McDonald,

and likewise was sold in 1899 to the California Shipping Co. In 1909 she was bought by the Alaska Fisherman's Packing Co., Astoria, later passing to Libby, McNeill & Libby, and was wrecked in Unimak Pass, May 14, 1917.

Editorial

THESE internal union rows and controversies that slow up or halt our War Production program have become a disgrace and a scandal, if, indeed, they do not verge on outright treason to our flag, now fighting desperately for its very existence. They are at least disloyal. In one of the new Ford plants, an essential unit in the battle to preserve the United States, two union men had some personal difference. Nobody seems to know what their quarrel was about. One struck the other. Hundreds of workers in the plant then quit their jobs with a demand that the company discharge the man who used his fists. Defense work at the plant was crippled for a day or so. It is to be emphasized that the company was not to blame; there was no trouble between it and the union, their relations being under the jurisdiction of the National Labor Relations Board, and regulated by it. Union officials claim the work-stoppage was unauthor-

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Pacific Coast-Owned Sailors That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT NO. 18

St. James, wood bark of 1578 tons, was built at Bath in 1883 by J. McDonald, and sold in 1900 to the California Shipping Co. In 1909 she was converted to a barge by the Alaska Barge Co., Tacoma; but in 1918 was rigged as a four-masted barkentine by the Rolph Navigation & Coal Co., San Francisco. She then sailed from Vancouver for South Africa, but started a bad leak. Her supply of fuel for the gas-pump exhausted, she tried to make Valparaiso, but ran on a reef at Oeno in the Tuamotos, December 16, 1918. The crew made Pitcairn in the boats and were picked up a month later.

St. Katherine, wood bark of 1201 tons and 800 M capacity, was built at Bath in 1890 by J. McDonald, sold in 1899 to Welch & Co., San Francisco, resold in 1908 to the Matson Navigation Co., and resold again shortly afterwards to the Red Salmon Canning Co., San Francisco. In May, 1917, she was sunk by ice-floes in the Ugashik River, but was raised in August by divers sent up from San Francisco and refitted. Her last packing voyage was in 1924; she was then laid up at Antioch and was broken up in 1927.

St. Nicholas, wood ship of 1798 tons and 1400 M capacity, was built at Bath in 1869 by Chapman & Flint, and sold in 1896 to George W. Hume, San Francisco. He resold the ship in 1902 to the Columbia River Packers Assn., Astoria, who operated her until 1922. She was then laid up at Portland, and was burned for scrap in September, 1927.

St. Paul, wood ship of 1893 tons and 1350 M capacity, was built at Bath in 1874 by Chapman & Flint and sold in 1901 to the Pacific Packing & Navigation Co., subsequently passing to the Northwestern Fisheries Co., and then Booth Fisheries Co., all of Seattle. Laid up at that port in 1924, she was sold to a cement company in 1927. It was planned later to cut her down to a barge but in 1930 she was bought by C. Arthur Foss, head of the big Foss towing interests of Seattle and Tacoma, a lover of the old sailing ships. He made a long effort to preserve her, allowing her to be used for a number of years as a floating marine museum by the Puget Sound Academy of Science. Several years ago the museum was moved ashore, but in the meantime tens of thousands of tourists from all parts of the

nation had visited the old square-rigger, and for most of them it was their first and last chance to inspect one of the sailors that formerly carried the Stars and Stripes nobly on the high seas. The condition of her spars, however, made it necessary to unrig her and as it was impossible to preserve the ship much longer in a seaworthy condition, Mr. Foss sold her recently to British Columbia interests and she will now become a breakwater in that Province.

Santa Clara, wooden ship of 1535 tons and 1300 M lumber capacity, was built at Bath in 1876 by Chapman & Flint. In 1896 she was bought by the Alaska Packers Assn., San Francisco, and was operated by them until 1922. In 1926 she was sold to a motion picture company of Los Angeles and appeared as "Old Ironsides" in the picture of that name. She was next employed as a fishing barge until superannuated, and was then laid up in Cerritos Channel, Los Angeles Harbor, where she was sunk in 1939.

Santiago, steel bark of 979 tons, was built at Belfast, Ireland, in 1885 by Harland & Wolff, and was bought in 1894 by Capt. William Matson and registered in Honolulu. Coming under U. S. registry in 1900, she was converted to a tank barge by the Matson Navigation Co. about 1905, and was taken over by the Associated Oil Co. about 1908. She has been stationed at Tacoma as a storage barge since 1926.

Sea King, wood ship of 1491 tons, was built at Bowdoinham, Maine, by G. H. Theobald in 1877 and sold by him in 1890 to W. E. Mighell, San Francisco, manager of the California Shipping Co., and converted to bark rig. About 1906 she was resold to the Barneson-Hibbard Co., San Francisco, and four years or so later was converted to a barge by the Scullys of Perth Amboy, N. J. She was burned for scrap metal at Scotland, Va., April 4, 1924.

Sea Witch, wood ship of 4289 tons, was built at East Boston, Mass., in 1872 by R. E. Jackson, and was sold in 1901 to the North Atlantic Salmon Co., San Francisco, who reduced her to a bark rig. She was abandoned sinking off Cape Flattery, December 7, 1906, the crew of 16 being rescued.

Seminole, wood ship of 1442 tons, was built at Bath in 1865 by Maxton & Fish, and

was bought by John Rosenfeld, San Francisco, in 1887. He resold the ship the same year to A. M. Simpson, who made a bark of her. The vessel was sold to become a storage hulk in Adelaide, Australia, just after 1900, her last U. S. owner being listed as C. L. Denny, Port Townsend, Washington.

Servia, wood ship of 1866 tons, was built at Bath in 1883 by Houghton Bros., being sold by them in 1889 to Nelson & Anderson, San Francisco. While under charter to the Alaska Packers Assn., the ship was driven ashore at Julia Point, Karluk, Alaska, November 6, 1907, with the loss of 3 of her crew and 40,000 cases of salmon.

Shirley, wood ship of 1049 tons, was built at Medford, Mass., in 1850 by Paul Curtis. In 1882 she was bought by G. E. Atkinson, Port Townsend. She is stated to have been towed to Alaska in 1897 and converted to a hotel, but is carried on the register as a barge until 1919.

BOARD ANNOUNCES WAR RISK RATES

The War Shipping Administration announced Tuesday it is prepared to make available war risk insurance on cargoes in seven trades at rates lower than those currently quoted by commercial underwriters. The administration's rates are effective on cargoes shipped on United States merchant ships on and after March 1, 1942.

The listing of such voyages on which the administration will provide insurance and the rates includes:

U. S. Atlantic to or from Egypt, via the Cape of Good Hope, 5 per cent; U. S. Atlantic to or from India, not east of Cape Cormorin, via Cape of Good Hope, 5 per cent; U. S. Atlantic to or from Africa not beyond Cape Town, 2½ per cent; U. S. Pacific to or from Hawaii, 1 per cent; U. S. Pacific to and from Alaska beyond Seward, 1 per cent; U. S. Pacific-Coastwise, ¼ per cent.

WOMEN'S CLUB TO STAGE PORT NIGHT

"Port of Seattle Night" will be staged by the Women's Traffic & Transportation Club of Seattle Monday evening, March 2, at its monthly dinner-meeting, to be held at the Port Commission's Bell Street Terminal. Col. W. C. Bickford, general manager of the port organization, will be the speaker of the evening, and other members of the commission have been invited. Dinner will be served at 6:15.

Shipments from American ports are nearing the peak of the first winter in 1942. Congestion has been avoided.

Editorial

THE free peoples, headed by the United States and the British Empire, have a tough, uphill war ahead of them. They are fighting for their existence. So far the tide has seemed against us. And it should be evident to all of us that this is no time to worry about the terms of peace we shall formulate when we finally crush the evil forces of barbaric despotism that now threaten us. Yet from time to time some screwball publicist now arises to confuse the minds of our people by springing some half-baked formula for the ultimate peace. In other days we use to refer to such persons as of the type of the "long-haired preacher and the short-haired women." That type is still with us. They are largely responsible for the present plight of the free nations.

To the "long-haired preacher and short-haired women" type of mentality we can ascribe the fact that the advent of Hitler and of Japan's Black Dragon society found us in a miserable state of unpreparedness. In his address Monday evening, President Roosevelt referred to the Washington Limitation of Arms Treaty of 1921, one of the most starry-eyed blunders of modern history. Under it, America and Britain junked a number of existing battleships and stopped all construction of such vessels. Also the United States agreed not to fortify the Philippines. Talk about visionary idealism, fat-headed wishful thinking! We continued in that condition for years, especially during the period the Prohibition fanatics had this country under their thumb.

And what happened? Islands in the Pacific had been mandated to Japan. In violation of her mandate, she began fortifying them and developing them as naval and airplane bases. For what purpose? So, that some day, when the chance came, she would be in a position to cut the throat of the United States. Even after Japan started to run amok in Manchuria, we let our long-haired screwballs run our national show. Let it not be forgotten that years ago, Gen. Douglas MacArthur asked for an appropriation of \$54,000,000 to strengthen Philippine defenses. And he couldn't get the money.

Let it also not be forgotten that several times in recent years, far-fighted admirals of our Navy pleaded for the fortification and military-development of Guam. Long-haired and short-haired pacifists stood solidly in the way. But if we had Guam now, we would have a stepping stone for

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Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN

Maritime Research Society of San Diego

INSTALLMENT NO. 19

Simla, steel four-masted bark of 2237 tons, was built at Port Glasgow, Scotland, in 1890 by Russell for British owners. In 1908 she was burned out at Acapulco, and was sold the next year for \$3500 to the Shipowners & Merchants Towboat Co., San Francisco, and towed to that port for use as a barge. In 1911 she was sold to the Western Fuel Co. as a coal barge and in 1916 was refitted by the Union Oil Co. as a tank-barge, with a bald-headed four-masted schooner rig. She got ashore on Point Gorda shortly afterwards, and \$100,000 was spent renewing her bottom. In 1922 she was sold to Mexican owners as a storage barge as Manzanillo, coming back to San Francisco in 1929 for repairs. While lying in the Oakland Estuary she capsized in a southeaster on January 7, 1930. The wreck was raised some three years later and scuttled in deep water in San Francisco Bay.

Sintram, wood ship of 1656 tons and 1300 M feet capacity, was built at South Freeport, Maine, in 1877 by E. C. Soule. She came under the ownership of Eschen & Minor, San Francisco, about 1897 and was wrecked at Egegak, Alaska, May 7, 1915, then being owned by the Naknek Packing Co.

Sir Thomas J. Lipton, wood four-masted schooner of 1558 tons, was built at Brunswick, Georgia, in 1918 by the Brunswick Marine Construction Corporation for the Apex Navigation Corporation, New York. After trading in the Atlantic till 1921 she went around to Honolulu from Norfolk, Va., and then went into the export lumber trade of the Northwest. She was laid up at Astoria in July, 1924, after arrival from Iquique, and in 1929 was reported being considered for conversion to an ice-storage barge at the mouth of the Columbia for the market fishing fleet; but this fell through, and after being approved for transfer to Philippine registry she was finally sold late in 1940 to the Island Tug & Barge Co., Victoria, for conversion to a sawdust barge.

Snow & Burgess, wood ship of 1655 tons and 1300 M lumber capacity, was built at Thomaston, Maine, by Samuel Watts in 1878 and named for the firm of shipbrokers who were his New York agents. She was sold in 1890 to A. P. Lorentzen, San Francisco, and converted to bark rig; and about 1904 was rerigged as a five-

masted schooner. There were grave doubts expressed along the Coast at the time as to the wisdom of doing this; but it is said she sailed better as a schooner than as a square-rigger. In 1916 Lorentzen sold her to A. F. Mahoney for \$35,000, and in 1918 she was resold to C. Henry Smith for a reported \$225,000; but this was in keeping with her earning power, for in December, 1917, she was chartered to take lumber from Puget Sound to the Cape Town-Delagoa Bay range at 320 shillings per M, prepaid, commission free. In March, 1920, she arrived at Port Townsend from Manila, leaking badly and with her back broken, and was laid up. In January, 1921, she was sold for \$3000, and on July 10, 1922, the *Snow & Burgess* was burned for junk.

Senoma, wood bark of 1061 tons, was built at Chelsea, Mass., in 1868 by Pierce & McMichael, and was bought about 1885 by G. F. Smith, San Francisco. About 15 years later she was sold to A. Anderson; about 1907 was converted to an oil barge by the Transport Oil Co.; and a couple of years after this was bought by the Tyee Co., all of San Francisco. She drops from registry a few years later.

Spartan, wood ship of 1448 tons, was built by R. E. Jackson at East Boston, Mass., in 1874. She was sold about 1885 to P. B. Cornwall, San Francisco, for the coasting coal trade, and was wrecked at Spreckelsville, Island of Hawaii, August 17, 1905.

Speedway, wood auxiliary three-masted schooner of 613 tons, was built at Littlebrook, Nova Scotia, in 1917 by S. C. Jones. In 1919 she went from New York to Melbourne through the Canal, and was operated for the next four years out of San Francisco in the offshore copra trade. Her owner in 1925 was J. M. Bonnar, Vancouver, but her ultimate fate has not yet been traced.

Standard, wood ship of 1534 tons and 1200 M lumber capacity, was built at Phippsburg, Maine, in 1878 by C. V. Minott. She was bought in 1899 by James Brown & Co., San Francisco, passing about 1908 to the North Alaska Salmon Co., and later to Libby, McNeill & Libby. She was lost on Cape Constantine, Alaska, on May 14, 1917, the same day the *St. Katherine* and *St. Frances* were wrecked.

Subscribe to The Marine Digest

Voyage of Bark Mathew Luce From Boston to Japan in 1865

Among the prized possessions of Capt. Francis H. Hardy, who has made his home in Seattle since his retirement last year from the United States Coast and Geodetic Survey, are letters written from the sea or foreign ports in the 1860's, 1870's and 1880's by his father, the late Capt. W. W. Hardy, prominent shipmaster of Dover, New Hampshire. The letters bring back the salty tang of the sailing ship era. In 1865, the elder Hardy commanded the bark *Mathew Luce* in the trade between Boston and the Orient and through the courtesy of his son, the *Marine Digest* is now privileged to publish a letter written in August of that year by his father to the latter's brother, Charles C. Hardy, a Dover manufacturer. The letter follows this introductory paragraph. Parenthetically it is interesting to recall that Capt. W. W. Hardy in 1883, accompanied by his son, then 2 years old, visited Seattle as master of the bark *W. W. Crapo* of the Besse fleet of sailers, loading for Boston.

Lat. 8 47 S. Long. 105 30 East.
Barque *Mathew Luce*, Aug. 1, 1865.

Dear Charlie:—I have just finished a letter to mother, and as I suppose you will be expecting a line from me, also, I have reserved some of the proceedings of the voyage for a few lines to you. The letter must be short and therefore will admit of but a condensed abstract of the passage, which you will excuse with my promise to write at length from Japan. I am feeling a little anxious just now about making the land, having had no land in sight since leaving Cape Ann and consequently am having some doubts as to the chronometer rate.

I left Boston as you know with the wind fresh at southwest which freshened to a strong breeze after getting outside of Boston Light and the barque so cranky as to make it impossible to carry sail to any advantage, the least puff sending her over on her broad side. Soon after losing sight of Cape Ann the weather came on thick with strong breeze from the southwest. This wind and weather continued for three days; showing nothing above single reefs and was under close reefs once during the time. On the fourth day the weather cleared, and from that time until I was in 5° North, had fine pleasant weather. On the tenth day out put a letter on board an English barque for home. I had the Northeast Trades from the east which kept her on a bowline through them. I had the usual baffling weather from 3 degrees North of the Equator, which tried my patience some. I crossed the Equator in 29 West Longitude, 30 days and 8 hours from Boston Light. I will say here the barque had been so cranky I was obliged to put everything below that I could possibly get down the hatches, the anchors and all the boat davits.

Down through the Southeast Trades had strong breezes that kept her rail down to the water the most of the time. I still kept the deckload but just before arriving off the Cape I had a heavy sea and she rolled so badly that I thought she would capsize and was com-

pelled to part with it, which I was sorry to do. It made a great difference in her trim and was probably the salvation of the ship and cargo. To the Cape of Good Hope I was 54 days, 1 hour. From the third day out until I passed the meridian of the Cape I never reefed a sail but the day after passing the Cape I got a slight breeze from the northwest in the shape of a hurricane in which I ran 15 hours under a close reef main topsail at the rate of 14 miles per hour. The wind blew with inconceivable fury, the ocean being one mass of foam and the most terrific sea that I ever experienced. The decks were full of water and the cabin floor was two feet under water at one time. The galley completely cleaned out and everything looking rough. If I had not disposed of the deckload, she must have foundered. She ran along at a fearful rate but steered like a boat. For a fortnight after that had hard gales from the westward and was under close reefs most of the time.

In 14 days I ran three thousand miles.

Afterwards I had light southerly winds until I got the S.E. Trades again and which I still have. The barque is all I could wish in point of sailing and the crew the best I ever saw and summing everything up, I may consider myself very fortunate. Since leaving Boston I have run 14,298 miles, that being an average of 168 miles a day or 7 knots an hour since leaving Boston. That is not bad. Land has just been seen from aloft and I must be on the guard. I will add another word before mailing at Anjer. The letter which you were to write after I had been a month at sea I am afraid is behind time.

I am writing this on thin paper to avoid Uncle Sam's mail charges. I don't know if you will be able to make out one-half of it but I am going to send it. Give my respects to Frank Hale and other Sodonites that I know, and notice I want some letters from home when I reach Japan. You have the address I believe (Walsh & Co., Nagasaki). The mate you took such a fancy to

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By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT No. 20

Star of Alaska, steel ship of 1682 tons and 1500 M capacity, was built at Glasgow, Scotland, in 1886 by C. Connell as the *Balclutha*. In 1899 she was bought by J. J. Moore & Co., and in March, 1901, was admitted to U. S. registry under the ownership of Pope & Talbot, managers of the Puget Sound Commercial Co. In 1904 she was bought by the Alaska Packers Association, and in May of that year was ashore on Geese Island, Alaska, later being refloated. A couple of years later she was renamed *Star of Alaska* in conformity with the rest of the iron and steel vessels of the Packers fleet. Her last packing voyage was in 1929, after which she was laid up at Alameda. In 1932 a promoter attempted to send her around the world with a crew of "paying guests," but this fell through, and in 1933 the ship was sold to Frank G. Kissenger, renamed *Pacific Queen*, and sailed to Los Angeles. In 1935 and 1936 she was exhibited at the San Diego Fair, and in July, 1936, set forth under sail on a voyage to Guadeloupe Island with a Sea Scout crew. The voyage ended ignominiously three months later on the end of the tow-line of a Coast Guard cutter. She next lay for a time in Los Angeles harbor, going ashore without serious damage in the winter of 1937-8. In 1940 she sailed to San Francisco. She is still owned by Frank G. Kissenger of Los Angeles, who at this writing is reported about to restore her to the sea.

Star of Bengal, iron ship of 1877 tons, was built at Belfast, Ireland, by Harland & Wolff in 1874, for J. P. Corry & Co., Belfast, all of whose ships were called "Stars." Four of these later coming under the ownership of the Alaska Packers' Association of San Francisco, that corporation renamed all its other metal vessels in uniformity, thus creating the famous "Star Fleet." The *Star of Bengal* was registered in Hawaii in 1898 by J. J. Smith, coming under U. S. registry in 1900, and was sold in 1906 to the Alaska Packers. The ship was wrecked with the loss of 112 lives on Coronation Island, Alaska, September 20, 1908. Master of the vessel at the time was Capt. Nicholas Wagner, father of the author, Joan Lowell, and his account of the wreck can be found in her famous book, "The Cradle of the Deep."

Star of Chile, iron bark of 1001

tons and 700 M capacity, was built at Dundee, Scotland, by Gourlay Bros. in 1868, and was originally the British ship *La Escocesa*. In December, 1898, she was dismantled, and the wreck was bought by J. L. Howard, San Francisco, who refitted her and secured American registry as the bark *Coalinga*. She was bought in 1901 by the Alaska Packers and renamed *Star of Chile* several years later. Her last packing voyage was in 1922, after which she was laid up until sold in 1926 to the Roche Harbor Lime & Cement Co., Washington, who rigged her down to a hulk and renamed her the *Roche Harbor Lime Transport*. In the latter part of 1941, she was bought by A. B. McCollum, Chicago capitalist, who is now having her reregged as a four-masted schooner at Seattle, to be christened the *Scottish Lady*.

Star of England, steel bark of 2123 tons and 1670 M lumber capacity, was built at Dumbarton, Scotland, in 1893 by McMillan as the British *Blairmore*. On April 8, 1896, while lying in Mission Bay, San Francisco, she capsized, drowning 6 of her crew who had been at work in the hold. Later raised, she was refitted by Robert Sudden, San Francisco, the cost of repairs securing her U. S. registry in 1899. In 1903 she was dismantled off Cape Flattery and the British steamer *Vermont* earned \$6,500 salvage towing her in. The Alaska Packers bought her in 1906 and renamed her *Star of England*. Last used in 1926 and 1928, she was sold in 1932 to E. E. Grieve, who planned a world cruise in her under the British flag; but this fell through, and she was libelled and sold in 1933. After lying for some time in Mission Bay, not far from the spot where she had capsized 38 years previously, she was bought in 1935 by the Island Tug & Barge Co., Victoria, and converted to a hog-fuel barge under the name *Island Star*.

Star of Falkland, steel ship of 2163 tons, was built at Port Glasgow in 1892 by W. Hamilton as the *Durbridge*, being a sister ship to the *Dunsyre*. In 1909 she was sold to German owners and renamed *Steinbek*, and in 1914 was laid up in Puget Sound, where she was seized by the U. S. in April, 1917, and renamed the *Northern Light*. She was operated as a coal barge between Nanaimo and San Francisco for a year or so, being renamed *Arapahoe* in October, 1917, and in 1918 was put in trade be-

tween Manila and San Francisco. In 1919 she was transferred to the Atlantic, and while lying at New York in March, 1922, was bought from the Shipping Board by the Alaska Packers at a price estimated at the time as \$20-\$25,000, a previous sale to V. S. Fox for \$165,000 having fallen through 12 months earlier. She came out through the Canal with coal and went to Alaska in the 1923 season, being renamed *Star of Falkland* in 1924. She was wrecked on Akun Head, Unimak Pass, on the night of May 22-23, 1928, the cutter *Haida* and the company steamer *Arctic* rescuing all but one of the crew.

Star of Finland, steel bark of 1699 tons and 1400 M capacity, the largest vessel of her rig ever built in the United States, was launched at Bath, Maine, in 1899, by A. Sewall & Co. for H. Hackfeld & Co., Honolulu, being managed by Williams, Dimond & Co., San Francisco. Although originally named *Kaialani*, a story now current that she belonged as a Royal yacht to King Kalakaua of Hawaii has no basis in fact, he having been dead for over ten years when she was launched. The bark was bought in 1910 by the Alaska Packers and renamed *Star of Finland*, making her last voyage North in 1927 under tow of the steamer *Arctic*. She was chartered in 1936-7 to appear in the picture, "Souls at Sea," returning to her lay-up berth at Alameda. In 1939 she was sold to D. H. Bates, Portland, Ore., and after a resale to Philippine owners fell through, she was bought in 1941 by the Hammond Lumber Co., San Francisco, and put into the export lumber trade under her original name.

Star of France, iron ship of 1766 tons and 1250 M capacity, was built at Belfast, Ireland, in 1877 by Harland & Wolff for J. P. Corry. In 1898 she was placed under Hawaiian registry by J. J. Moore & Co., San Francisco, coming under the American flag in 1900; and in 1905 was bought by the Alaska Packers from the Puget Sound Commercial Co. Her last voyage was in 1925; in 1933 she was sold to Los Angeles owners for a fishing barge, being renamed *Olympic II*, and on September 6, 1940, was sunk off Los Angeles by the steamer *Sakito Maru* with the loss of six lives.

EXCHANGE ON HAND FOR COSTA RICANS

Availability of exchange in Costa Rica is adequate to pay for imports from the United States, according to reports received by the Department of Commerce. Exchange granted by the Exchange Control Board can always be obtained, but with a delay of nearly 90 days from the date of application, for imports of products not considered as "luxury articles."

Navy To Seek Radio Training In All Schools

Seeking cooperation of every school, college and university in the State in a program to train radio maintenance men for the Navy, Lieut. W. T. Conkling will begin a tour of Washington Sunday, March 15, to interview all school officials in this area, it is announced by Comdr. H. J. McNulty, officer in charge of the Seattle Navy Recruiting District.

Lieutenant Conkling, procurement officer for radio maintenance men, who is now touring Oregon in connection with this program, will arrive in Tacoma on March 15 and remain until March 17, with a side trip to Olympia on March 16. He will be in Seattle and nearby cities from March 18, through March 22, spending one day in Everett.

On March 23, he will go to Yakima, and from there to Spokane, where he will remain three days, one of which will be divided between Pullman and Moscow, Idaho. On March 26, he will leave Spokane for Missoula, and a tour of cities in Montana.

Lieutenant Conkling is interviewing all county and city superintendents of schools and department heads in various high schools, junior colleges, state schools and universities, as well as various trade schools, to seek establishment of radio training courses, which will qualify men for enlistment in the Navy's rapidly expanding radio branch. Men thus trained in these school courses will be qualified for enlistment as second-class petty officers, and sent to a Navy radio maintenance school for advanced courses which will enable them to qualify as chief radiomen.

COAST GUARD HEAD NOW VICE ADMIRAL

Elevation of Rear Admiral Russell R. Waesche, Thurmont, N. D., Coast Guard commandant, to the rank of vice admiral was announced from Washington, D. C., this week by President Roosevelt. Capt. Stanley V. Parker, Cincinnati, and Edward D. Jones, Williamsburg, Va., both of the Coast Guard, were nominated for rear admirals, and Capt. Freeland A. Daubin, Norfolk, and Robert M. Griffin, Washington, D. C., both of the Navy, were given promotions to the rank of rear admiral.

The 7-day week has been adopted by the Seattle shipyards for the war "duration."

A drift of white collar men into overalls is now evident in the Sound ports.

Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT NO. 21

Star of Greenland, steel four-masted bark of 2179 tons and 1900 M capacity, was originally the three skysail yarder Hawaiian Isles, built at Glasgow, Scotland, in 1892 by C. Connell & Co. for Capt. Andrew Nelson and friends of San Francisco, being registered in the name of John Ena, Honolulu. Coming under U. S. registry in 1900 and the management of Welch & Co., she passed in 1908 to the Matson Line and was resold a year later to the Alaska Packers for \$60,000. Under her new name of Star of Greenland she was operated as a packer until 1926; in 1929 was bought by the Rydberg Foundation of Stockholm as a training ship; and in 1930 under the name Abraham Rydberg took a cargo of barley around the Horn to Dublin. She was then fitted out for her new duties in Sweden and went into the Australian grain trade. The outbreak of World War II caught her in safe waters, and she has lately been trading between Boston and Buenos Aires.

Star of Holland, steel bark of 2121 tons and 2000 M capacity, was built as the ship Zemindar at Belfast, Ireland, by Harland & Wolff in 1885. In 1900 she was renamed Otto Gildemeister by German owners and a year later was towed into San Francisco dismantled. The wreck was bought by Hind, Rolph & Co., and rerigged as the bark Homeward Bound. The cost of repairs not being sufficient to secure U. S. registry, her new owners obtained passage of an Act of Congress in 1902 giving her registry, but excluding her from coastwise trade. This proving disadvantageous, they had another Act passed in 1906 giving her full

registry and were thus able to sell the bark in 1909 to the Alaska Packers for \$62,500, as she otherwise would not have been privileged to trade between San Francisco and Alaska. As the bark Star of Holland, her last packing voyage was in 1929, after which she was laid up at Alameda. She was sold in 1935 to Japanese owners for scrap, but they resold her in 1937 to the Island Tug & Barge Co., Victoria, who now operate her as a hog-fuel barge under her original name of Zemindar.

Star of Iceland, steel bark of 2165 tons and 1800 M lumber capacity, was built at Port Glasgow, Scotland, in 1896 by W. Hamilton, as Willscott. Coming over from Hio-go, Japan, to British Columbia in ballast in 1898, she was dismantled and made San Francisco under jury rig. Here she was sold to John Rosenfeld's Sons and put under Hawaiian registry, coming under the U. S. flag in 1900. In 1901 she was again dismantled, and was sold to G. W. Hume. In 1908 she was sold to the Alaska Packers Assn., was renamed Star of Iceland, and was operated by them until 1925. In 1929 she was sold to Japanese owners for breaking up, and was sent across to Japan with a cargo of salt from San Marcos Island. It is not clear whether she arrived safely, one account saying that she was abandoned by her crew several hundred miles off the Japanese coast after a protracted passage, while according to others she arrived at Yokohama in December, 1929, 133 days out.

Star of India, iron bark of 1318 tons and 750 M capacity, was built as the ship Euterpe at Ramsay, Isle of Man, by Gibson & Co. in 1863.

In 1899 she was put under Hawaiian registry by J. J. Moore & Co., becoming American a year later. In 1901 she was bought by the Alaska Packers, converted to bark rig, and later renamed Star of India. She was laid up at Alameda in 1923 after arrival from Alaska, and in 1926 was bought by J. W. Coffroth and presented to the Zoological Society of San Diego. She is now laid up in San Diego Harbor as a marine museum and headquarters for the local Sea Scouts and the Maritime Research Society of San Diego.

Star of Italy, iron bark of 1614 tons and 1250 M capacity, was built at Belfast by Harland & Wolff for Corry in 1877 as a full-rigged ship. On July 2, 1898, she was bought by Lincoln O. Spencer, Honolulu, who intended to register her in Hawaii; but the Islands were annexed by Joint Resolution of Congress signed July 7, 1898, and when Spencer came to take out registry for his vessel it was refused on the grounds that foreign-built vessels were not entitled to the American registry which, it was anticipated, Hawaiian vessels would soon acquire. Spencer put his ship under the Chilean flag and then went to court, pointing out that the Joint Resolution had specifically provided for the local laws of the Islands to remain in force until a Territorial Government was organized by Congress, and that as a Hawaiian citizen under those laws he had a perfect right to register a foreign-built vessel. The Hawaiian Supreme Court decided in his favor, thus leaving a loop-hole through which several other vessels were registered in Hawaii, until a Presidential Proclamation on Sept. 18, 1899, put a stop to the practice. When Congress on April 30, 1900, finally passed the Act of Government for Hawaii, it granted U. S. Registry to all vessels owned by Hawaiian or United States citizens on August 12, 1898, including the Star of Italy and the Willscott, Falls of Clyde, Euterpe, Star of France and Star of Russia. The Star of Italy was bought in 1900 by J. J. Moore & Co., a couple of

years later by Pope & Talbot, and in 1905 by the Alaska Packers. About 1918 she was converted to bark rig. Laid up in 1925, she was sold to the Darling-Singer Lumber Co. in 1927, and after being towed to Buenaventura, Colombia, with a general cargo, was stationed there as a hulk. She was sold in 1934 to Colombian owners and may still be afloat.

Star of Lapland, steel four-masted bark of 3381 tons, was built at Bath in 1902 by A. Sewall & Co. for the Standard Oil Co., New York, as the Atlas, for the case-oil trade to the Far East. In 1910 she was bought by the Alaska Packers and renamed Star of Lapland. Laid up after her voyage to Alaska in 1927, she was sold in 1935 to Japanese owners and as Star of Lapland Maru was sailed to Japan in 1936 to be broken up.

Star of Peru, iron bark of 1027 tons and 650 M feet lumber capacity, was built at Sunderland, England, in 1863 by Pile, Hay & Co., and was originally the British ship Himalaya. In 1880 she was reduced to a bark, and in 1898 was placed under Hawaiian registry in the name of R. H. Dearborn, although it appears that J. J. Moore & Co., San Francisco, were her real owners. She thus became American in 1900 and in 1902 was bought by the Alaska Packers, being renamed Star of Peru several years later. She last went to Alaska in 1925, and the following year was sold to French owners in New Caledonia and renamed the Bougainville. She sailed from Vancouver to Fiji with lumber, an account of this voyage appearing in an interesting book by Viola Cooper, "Windjamming to Fiji," and was then converted to a hulk at Noumea where she may still be.

Alaska fishers and cannery workers are now going to the Coast Guard office, Pier 1, in increasing numbers to obtain identification cards.

If a jurisdictional strike in a plane propeller plant at this time isn't close to treason, then wot in ell is?

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Pacific Coast-Owned Sailers That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT NO. 22

Star of Poland, steel four-masted bark of 3288 tons, was built as the Acme for the Standard Oil Co. by A. Sewall & Co., Bath, in 1901. In 1913 she was bought by the Alaska Packers Assn. and renamed Star of Poland. Like the rest of their steel vessels, she was requisitioned by the Shipping Board during World War I., and while bound from Manila to San Francisco was wrecked at Katsumura, on the Japanese Island Chiba, September 15, 1918. The Government settled the claim for \$371,511, part of which was used to buy the Stars of Falkland and Shetland.

Star of Russia, iron ship of 1981 tons and 1500 M capacity, was built at Belfast, Ireland, by Harland & Wolff for Corry in 1874. In 1899 she was placed under Hawaiian registry by J. J. Moore & Co., San Francisco, coming under U. S. registry a year later and being bought in 1901 by the Alaska Packers. Her last Alaskan voyage was in 1925; in 1926 she was sold to French owners and sent from Tacoma to Samoa in the very creditable time of 33 days, then being converted to a hulk in the New Hebrides under the name La Perouse.

Star of Scotland, steel four-masted bark of 2598 tons, was built as the Kenilworth at Port Glasgow, Scotland, in 1887 by John Reid. On August 26, 1889, while loading at Port Costa, she was gutted by fire and scuttled. She was then bought by A. Sewall & Co., Bath, and refitted under U. S. registry, which was granted in February, 1890, by a special Act of Congress. She was operated in the Cape Horn and Far East trades until 1908, when she was bought for \$62,000 by the Alaska Packers and renamed Star of Scotland. Her last voyage North was in 1926 and in 1930 she was sold to Los Angeles owners and converted to a fishing barge. In 1938 she was bought by A. C. Strella, Los Angeles, who spent a reported \$250,000 fitting her out as a gambling barge under the name Rex. By the time he was raided and put out of business in August, 1939, he is said to have doubled his money. Early in 1941 the Rex was sold to Santa Monica owners and rigged as a six-masted schooner at Newport Beach under her old name, Star of Scotland.

Star of Shetland, steel four-masted bark, of 3206 tons, was built at Bath in 1899 by A. Sewall & Co. as the Edward Sewall. In 1915 they sold her for \$175,000 to

the Texas Co., Port Arthur; and in 1922 while lying at New Orleans she was resold to the Alaska Packers. She came around from Norfolk with coal through the Canal, went to Alaska in 1923 and in 1924 was renamed as the Star of Shetland. Her last packing voyage was in 1926; she was then laid up at Alameda and in 1935 was sold to Japanese owners, was sailed across to Japan with a cargo of scrap iron, being dismantled on the passage; and on her arrival was herself reduced to scrap.

Star of Zealand, steel four-masted bark of 3292 tons, was built at Bath in 1900 by A. Sewall & Co. for the Standard Oil Co. as the Astral. In 1910 she was bought by the Alaska Packers and renamed Star of Zealand, and was last used in their service in 1928. In 1935 she was sold to Japanese owners, renamed the Star of Zealand Maru, and was sailed to Japan for breaking up.

Susie M. Plummer, wood four-masted schooner of 920 tons, was built at Thomaston, Maine, in 1890 by J. A. & G. A. Creighton. About 1904 she was bought by Byxbee & Clark, San Francisco, they reselling her in a couple of years to W. G. Tibbitts of the same port. The schooner left Everett, Wash., for San Pedro in December, 1909, and a couple of days later was sighted capsized off Cape Flattery, no trace ever being found of the crew of 10.

Tacoma, wood ship of 1738 tons and 1500 M capacity, was built at Bath in 1881 by Goss & Sawyer. In 1898 she was sold for \$40,000 to the Alaska Packers Association, San Francisco. The ship was crushed in the ice off Cape Creig, Alaska, May 19, 1918, the 172 crew and cannery hands on board being rescued.

Theobald, wood bark of 981 tons, was built at Richmond, Maine, in 1861 by G. Farren. About 1887 she was bought by the Port Blakely Mill Co., Puget Sound. She drops from registry about 1903, her last listed owners being the La Conner Trading & Transportation Co., Seattle.

Thetis, wood steam auxiliary bark of 711 tons, was built at Dundee, Scotland, in 1881 by Stephens as a Newfoundland sealer and whaler. In 1884 she was bought by the United States Government together with the Bear for the relief of the Greely Arctic expedition at Cape Sabine. She was retained in the Navy, doing survey work, un-

til 1899, when she was transferred to the Revenue Cutter Service for the Bering Sea Patrol. About 1912 she was sold back to the Newfoundland seal fishery, being stripped of her yards and operated under power alone, until she was broken up about 1934.

Thrasher, wood steam auxiliary whaling bark of 671 tons, was built by Goss & Sawyer at Bath in 1883 for the Pacific Steam Whaling Co., San Francisco. She whaled until 1910, then being laid up at San Francisco, and in 1917 was converted to a barkentine with removal of her engines and went into the offshore trade under the management of H. J. Knowles. About 1920 she was bought by the Hibbard-Swenson Co., Seattle, and refitted for Arctic whaling and trading as the diesel auxiliary three-masted schooner Kamchatka. She was destroyed by fire on a whaling cruise off the Aleutians in April, 1921, the crew getting away safely in the boats.

Tillie E. Starbuck, iron ship of 2032 tons, was built by John Roach & Son at Chester, Pa., in 1883. About 1900 she was owned for a short time by the Luckenbachs of New York, then being sold to Welch & Co., San Francisco. In August, 1907, while bound from New York to Honolulu, she was abandoned after being dismasted off Cape Horn; all the crew with the exception of the mate being landed safely at Coquimbo, Chile, by the British ship Cambuskeneth.

Tonawanda, steel ship of 1745 tons, was built at Greenock, Scotland, in 1892 by Russell & Co. for German owners as the Lita. In 1917, as the Indra, she was seized at New York, renamed Tonawanda, and turned over to the Shipping Board. She was operated chiefly in the Atlantic until 1922, when she was bought by the Columbia River Packers Assn., Astoria, to replace the ship St. Nicholas, and came being sold in 1927 to J. J. Moore around through the Canal from Balboa with coal. She made packing voyages in 1923, 1924 and 1925, & Co., San Francisco, and sent to Australia with lumber. Arriving after a passage of nearly four months, with no further charters in sight, she was sold to New Caledonia owners for conversion to a hulk.

Top Gallant, wood ship of 1280 tons, was built at East Boston, Mass., in 1863 by Paul Curtis. She was bought and converted to a bark by the Port Blakely Mill Co. about 1882, and dropped from registry some 20 years later.

Two Brothers, wood ship of 1382 tons, was built at Farmingdale, Maine, in 1867 by P. G. Bradstreet. She was owned in the coasting coal trade in the early '80's by Samuel Blair, San Francisco, passing to his widow about 1903, and was converted to a barge at Tacoma a

Editorial

IN his address Wednesday evening, Admiral Land, head of the War Shipping Administration and chairman of the Maritime Commission, stressed the fact that the ship shortage has contributed to the defeats and setbacks suffered to date by the United Nations in the war with the Axis. Excerpts from his address are given elsewhere in this issue. He spoke plainly. There is one statement that will meet the warm commendation of all loyal citizens. In this national emergency, he declared: "Industry cannot say 'business as usual,' labor cannot say 'strikes as usual,' Government cannot say 'red-tape as usual.'"

Coming from one of the highest and most powerful officials in our national government, that is a statement mighty welcome to the American people. Especially so is the admiral's reference to governmental red-tape which has been responsible for a lot of delay and bungling in our government's war preparations. Red-tape should have been cut to the bone the moment we found ourselves at war, but it wasn't. We are still enmeshed in it, and Admiral Land is probably the first high official at Washington, D. C., to rebuke it. His reference to it is doubly impressive for it comes from a man who personally is making a tremendous effort to overcome the almost fatal weakness of the free peoples—the lack of ships. It is a good thing for this nation and its allies that Admiral Land began speeding up American ship-construction long before Japan attacked the United States.

couple of years later. The barge Two Brothers was last reported in 1912, when she was being used in the herring fishery in Southeast Alaska.

Undaunted, wood ship of 1764 tons, was built at Bath in 1869 by E. & A. Sewall. While outward bound in 1894 she touched on San Francisco Bar, and was sold to Middlemas & Boole, who repaired her as a bark. In 1903 she was condemned at Hampton Roads after a dismasting off Hatteras while bound from Baltimore to San Francisco, and was sold to the Luckenbachs for a barge. She foundered off Forked River, New Jersey, December 26, 1913, taking down her crew of 5.

Canada's exports to Great Britain totaled \$609,800,000 the first 11 months of 1941, doubling the 1939 total.

The warring nations have agreed to allow a cargo of food stuffs and medical supplies to be sent from the United States to Greece.

Subscribe to The Marine Digest.

Pacific Coast-Owned Sailors That Were Built Elsewhere

From 1900 to 1941

By JOHN LYMAN
Maritime Research Society of San Diego

INSTALLMENT NO. 23

Vidette, wood bark of 616 tons, was built at Bath in 1865. For many years she was owned by the Port Madison Mill Co., being sold in 1895 to Byxbee & Clark, San Francisco. She was converted to a coal barge about 1908 and is said still to be afloat in the Oakland Estuary as one of the King Coal Co. barges.

W. B. Flint, wood bark of 835 tons and 650 M lumber capacity, was built at Bath in 1885 by John McDonald. In 1899 she was sold to Alexander & Baldwin, of San Francisco and Honolulu, and later, for a few years around 1910, was owned by the Astoria Savings Bank, Astoria. In 1914 she was taken over by Libby, McNeill & Libby, Seattle, and was operated by them until 1923. In that year she sprung a bad leak after striking a submerged object while returning to Seattle from Bristol Bay, and put into Chignik Bay in distress. She was laid up after finally reaching Seattle, and was burned there for her metal in March, 1937.

W. F. Babcock, wood ship of 2130 tons, was built at Bath in 1882 by A. Sewall & Co. In 1907 she was bought by Charles R. Bishop, San Francisco, he reselling her six years later to the Luckenbachs of New York for conversion to a coal barge. She is last heard of when taken over by the Navy in 1917.

W. J. Pirrie, iron four-masted ship of 2516 tons, was built at Belfast, Ireland, by Harland & Wolff in 1883 and was a sister to the Lord Wolseley, later the Everett G. Griggs and still later the E. R. Sterling. While unloading coal from Newcastle, N. S. W., the Pirrie was burned out at Tocopilla, Chile, in August, 1904, and was afterwards used as a hulk at that port. During World War I she was acquired by the Grace Line, who operated her under Chilean registry in tow of one or another of the Grace steamers, taking lumber from Puget Sound to Chile or Peru. She left Tacoma November 24, 1920, in tow of the Santa Rita for San Francisco and South America, but two days later in a rising wind and sea the steamer was forced to let go of the tow and seek shelter, leaving the barge to fight it out alone. No trace of her was found for four days; then on November 30, two injured seamen were reported in the care of Indians near Cape Johnson, at an almost inac-

cessible point on the Washington Coast. The Coast Guard cutter Snohomish landed a party who found and buried the bodies of Capt. Jensen, his wife and child, and 10 of the crew on the beach, and the two survivors, who had come ashore clinging to pieces of lumber after the barge foundered, were taken to hospital at Seattle.

Wachusett, wood ship of 1599 tons, was built at Kennebunk, Maine, in 1878 by Crawford & Perkins. In 1890 she was bought by W. E. Mighell, San Francisco, dropping from registry in 1901.

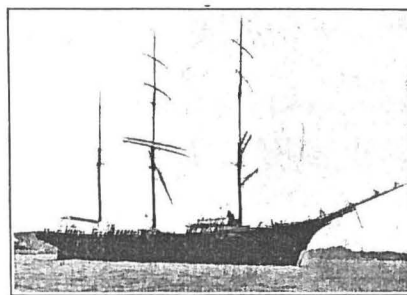
Wanderer, wood whaling bark of 303 tons, was built at Mattapoisett, Mass., in 1878 by J. B. Holmes. She came under the management of the Pacific Steam Whaling Co., San Francisco, in 1883. About 1903 she was transferred back to the East Coast, and was wrecked on Cuttyhunk Reef, on the Massachusetts Coast, August 26, 1924, the day after sailing on the last voyage of a New England whaler, as well as what was probably the last voyage undertaken anywhere in the world with the old-fashioned gear.

Will W. Case, wood bark of 582 tons, was built at Rockland, Maine, by S. Starratt in 1878. She came to San Francisco owners about 10 years later, and was bought by the Alaska Packers Association in 1894. They sold her in 1906 to the Seattle Shipping Co., and she was afloat in 1920, owned as a coal barge by the Canadian Pacific R. R. of Vancouver, B. C.

William Baylies, wood whaling bark of 380 tons, was built at Bath in 1886 by the New England Shipbuilding Co. for William Lewis, New Bedford. She was operated out of San Francisco in the Arctic whale fishery, and in 1894 was given a steam auxiliary engine. She was nipped in the season of 1908, the crew being rescued by the whaler Jeanette.

William Dollar, steel four-masted bark of 3238 tons, was built for German owners by McMillan at Dumbarton, Scotland, in 1902, being named first the Alsterberg and later the Walkure. In 1914 she was at Santa Rosalia, Mexico, lying there until bought from the Reparations Commission by the Dollar Line of San Francisco in 1921. Refitted at San Francisco as the William Dollar, she made a voyage to Shanghai and then one to Yokohama, after which she was laid up at Puget Sound in April, 1922. In 1929 she was sold to the Pacific

WHEN SHE SAILED IN SEATTLE FLEET



The bark W. B. Flint is shown above as she appeared when she was operated in the Seattle-Alaska salmon business. Details of her career are given in the accompanying installment of the Lyman list.

Coyle Navigation Co., Vancouver, B. C., being converted to a log-barge under the name the Pacific Gatherer, and achieving fame a few years later by wrecking the Second Narrows Bridge at Vancouver. She later passed to the Island Tug & Barge Co., Victoria, and was wrecked as the Island Gatherer in the winter of 1936-7.

William Taylor, wood four-masted schooner of 1358 tons, was built at Brunswick, Georgia, in 1917 by the Brunswick Marine Construction Corporation for the Apex Navigation Corporation, New York. In 1921 she came to the Pacific and was put in the Northwest export lumber trade. She has been laid up at Astoria since arrival there from Iquique, January 2, 1925.

William E. Burnham, wood four-masted schooner of 772 tons, was built at Rockland, Maine, by Cobb, Butler & Co. in 1909. In 1917 she was sold for \$125,000 to W. S. Scammell & Co., San Francisco, and traded in the Pacific for three years, going back to the Gulf in 1921 under the ownership of Whitney-Bodden, Mobile. The schooner drops from registry about 1930.

Wm. H. Harriman, wood four-masted schooner of 1450 tons, was built at Thomaston, Maine, in 1919 by the Atlantic Coast Co. In 1927 she came to Los Angeles under the ownership of R. C. Durant, and was laid up in that harbor for the next 13 years. In December, 1940, she was dragged down by the Rumanian steamer Prahova, and was driven ashore with loss of her head rigging. The schooner was floated in June, 1941, and was scuttled at sea.

William H. Macy, wood ship of 2202 tons, was built by Carleton, Norwood & Co. at Rockport, Maine, in 1883 and sold by them in 1895 to Eschen & Minor, San Francisco. She was sold back to the East Coast about 1910, converted to a barge by the Luckenbachs, and was wrecked on the Virginia Coast, April 5, 1915.

William H. Smith, wood ship of 1978 tons, was built at Bath in 1883 by Goss, Sawyer & Packard. In

1900 she was bought by the California Shipping Co., San Francisco, and in 1911 was converted to a floating cannery by the Weiding & Independent Fisheries Co., Seattle. Six years later she became a coal barge, operating along the coast by the Pacific Coast Coal Co., and in July, 1919, was bought by the Charles Nelson Co. and rigged as a five-masted schooner. They operated her off and on until 1927, although most of her later voyages were made under tow. She was laid up at Oakland from 1927 until 1932, when she was sold to become a fishing barge at Monterey, California, and went ashore at that port on April 14, 1933.

William T. Lewis, steel four-masted bark of 2517 tons and 1900 M capacity, was built at Port Glasgow, Scotland, in 1891 by R. Duncan & Co. and named the Robert Duncan. She was bought by Hind, Rolph & Co., San Francisco, in 1910 and renamed William T. Lewis for their port captain. The bark was torpedoed in 1915 off the Irish coast, but her cargo kept her afloat, and after repairs she came under U. S. registry in 1917. She arrived at Puget Sound with nitrate from Chile in January, 1921, and was laid up after unloading, being sold in 1927 to Capt. James Griffiths of Seattle for conversion to a barge. She is now owned under the name Fibreboard by the Island Tug & Barge Co., Victoria.

(The End)

Another Lyman List Due Soon

This week's installment ends the Lyman list of sailing vessels owned on the Pacific Coast, but built elsewhere. It has been received with intense interest by the Coast's maritime world. Previously the Marine Digest had published the Lyman compilation of sailors built on the Pacific Coast. Both lists are of high historical importance. In a couple of weeks the Marine Digest will begin publication of another compilation by Mr. Lyman,

That Mysterious Schooner's Name Is Changed Once More

ADDITIONAL DATA FOR THE LYMAN LIST

NOW comes J. A. Gibbs, Jr., of the Gibbs Shipping Company, Seattle, to blow up all previous identifications of the trim three-masted schooner whose picture appears on this page. He reports that the vessel was the John G. North, built at the Deane yard in Marshfield, Oregon, in 1881. Years ago the Marine Digest acquired the picture as a photograph of the schooner John A. of Seattle, well known Bering Sea codfisher. Last year Capt. J. E. Shield, owner of the John A., announced the picture was not of his vessel. This paper then published the half-tone with a request for information as to her identity. Hugh M. Delanty of the Grays Harbor Stevedore Company, got busy trying to solve the mystery, and finally found what appeared to be the answer. For Mr. Delanty, Emil Hess of Grays Harbor identified the schooner as the Eva, built at Seabeck, Washington, in 1880. He had sailed on the Eva in the old days and noted several distinctive features that confirmed him in his belief. In the meantime Mr. Gibbs had begun digging into the case. The John G. North, he states, was similar to the Eva in appearance. In a letter to the Marine Digest this week, Mr. Gibbs reports his findings as follows:

"Recently there was much discussion in the Marine Digest as to the identity of the enclosed picture (the same appears on this page). At first it was believed this vessel was the John A., then the Eva. Neither of these names is correct. I have seen the original photograph of this vessel and have quite positively made her out to be the John G. North, 336 tons, built at the Deane yard in Marshfield, Oregon, in 1881: dimensions, 143.5 feet by 34.2 feet by 11.2 feet. The reason the vessel was believed to be the John A. was because the photograph allows one faintly to make out the word 'John,' thus proving she is not the Eva. Through research I have made her out to be the John G. North. The Eva was similar in appearance to this vessel."

Mr. Gibbs and the Marine Digest will welcome any further data confirming his identification of the schooner.

In John Lyman's historical compilation, "Pacific Coast-Built Sailors, 1850-1905," published in the Marine Digest last year, the following information was given on the John G. North:

John G. North, three-masted schooner of 336 tons and 465 M capacity, was built at Marshfield, Ore., in 1881 by H. R. Reed in the Deane yard. Her ownership included in turn Charles I. Moore, Charles Nelson, Williams, Dimond & Co., and Hind, Rolph & Co., all of San Francisco. She made a passage from Mahukona to San Francisco in 11 days in 1893. About 1912 she went to the boneyard, but was recommissioned in 1916 and fitted as a floating tuna cannery to operate off Cape San Lucas. She was burned there on May 14, 1919, the canning crew being rescued without mishap.

In his letter Mr. Gibbs adds two more sailers to the Lyman list. They are:

Mono, two-masted schooner of 142 tons, built at San Francisco in 1904 by H. P. Anderson.

Red Rock, sloop of 177 tons, built at San Francisco in 1904 by H. P. Anderson.

Mr. Gibbs also reports that the schooner Forest Home which Mr. Lyman traced down to 1930 when owned in New Zealand, as the Holmwood, was shelled and sunk by a German sea raider while under the Australian flag, in 1941.

In the Lyman list the year of construction for several vessels

was not given, pending further research. Mr. Gibbs in his letter submits dates for the vessels in question and also furnishes other information as an addenda to Mr. Lyman's compilation as follows:

Two-masted schooner **Canute** when under the name of **Ka-Moi** was of 108 tons, not 112 tons.

The **Equator** as a sailing vessel was of 72.21 tons gross. (Note—The **Equator** was not in the original Lyman list but was inserted by the Marine Digest to preserve the record of a notable vessel. The Lyman list was confined to vessels of 100 tons or over.)

The three-masted schooner **Esther Buhne** was of 290 gross tons and 245 net tons.

The four-masted schooner **Forster** was of 658 tons, not 663 tons.

As a steamer the former two-masted schooner **General McPherson** was of 100 tons even, 9 tons less than when she carried sail.

The two-masted schooner **Gotoma** is listed as a whaler in the 1906 registry.

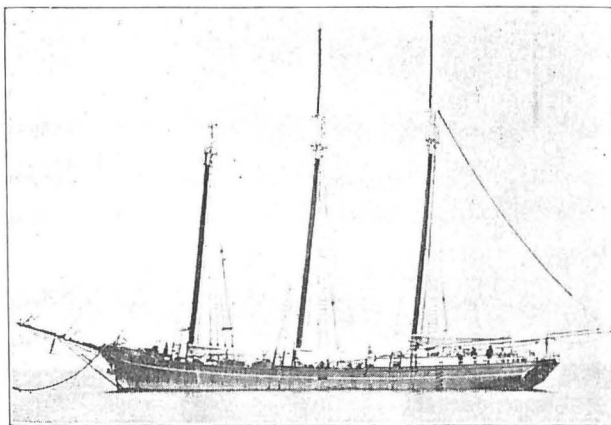
The two-masted schooner **Helen N. Kimball** was built at Caffey's Cove, California, in 1881.

The two-masted schooner **Howard** was of 120.44 tons, not 125 tons.

The **James Sennett** was a four-masted schooner and her home port was San Francisco.

The tonnage of the brigantine **Jeanette** dropped from 298 tons to 290 tons when she became a steam-

BY ANY NAME STILL A TRIM CRAFT



As told in the accompanying article the trim three-masted schooner, shown above, has been identified for the third time, this time by J. A. Gibbs, Jr., of Seattle. Each identification has provided her with a different name.

er.

The **John D. Spreckels** was built at San Francisco in 1880.

The barkentine **Klikitat** was built at North Bend, Oregon, in 1881.

After 1900 the tonnage of the **Lottie Carson** was listed as 295 tons gross.

The **M. Turner** was of 816 tons. Due to a typographical error in this paper, the name of the schooner **Metha Nelson** was given in the Lyman list as the **Matha Nelson**.

The schooner **Mary E. Russ** was afloat until 1902.

The two-masted schooner **Pitcairn** was of 156 tons and after being rigged, 171 tons.

The schooner **Robert Searles** was of 600.05 tons, not 608 tons.

As a brig, the two-masted schooner **W. H. Meyer** is listed as being 269 tons gross.

The brigantine **William G. Irwin** was rigged as a schooner in 1913. The barkentine **Wrestler** was under the Nicaraguan flag in 1895, coming back to the United States flag a few years later.

In supplying the foregoing data, Mr. Gibbs highly commends Mr. Lyman's list of the Pacific Coast-built sailers. Mr. Lyman, it should be mentioned again, is anxious that anyone with data on the old sailers send the information to the Marine Digest for publication, so that the list can be made historically accurate and complete. Mr. Gibbs' contribution is appreciated. At an early date this weekly will begin publication of a new list by Mr. Lyman, titled, "Pacific Coast-Built Sailors of World War I." In the course of its publication, any additional data will be welcomed. Mr. Lyman is now on active duty on the East Coast as an ensign in the Navy.

BUY U. S. WAR BONDS!

SCH. OCCIDENTAL WRECKED IN 1903

Information on the ultimate fate of the three-masted, 209-ton schooner **Occidental**, built in Fairhaven, California, by the Bendixsen yard in 1884, has been received by the Marine Digest from Harold D. Huycke, a student in Occidental College, Los Angeles. He writes that the schooner went ashore at Table Bluff, Humboldt County, California, in 1903 and was a total loss. The **Occidental** was one of the vessels listed in John Lyman's compilation, "Pacific Coast-Built Sailors, 1850-1905," published in the Marine Digest last year. At that time it was known only that she was still afloat in 1900. Mr. Huycke is a sailing ship fan and when opportunity offers, never fails to get data on the old time windjammers. He reports that the **Occidental** was a bald-headed schooner such as the **Allen A.** and the **John A.**, but of smaller tonnage. He obtained his information on the loss of the **Occidental** from a Capt. Olsen, owner of the fishing barge **Fox**, operating off Santa Monica. The **Fox** is the former **Allen A.** The **Occidental** was built for the McKay Lumber Company of Eureka, California and her name appeared in the Lyman list in this publication July 19, 1941.

When bigger and better bombers are built, the United States will build them, and how!

Each dawn's early light finds the Stars and Stripes gallantly streaming over Corregidor.

Laval and Quisling differ in some respects, Laval being a dangerous rat, Quisling merely an asinine puppet.

Every man in the United States Navy, sailor and marine, is a volunteer.

